

# VW EMISSIONS SCANDAL

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Darren Moss, p19



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Ruppert rates £3k hatchbacks





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## Test changes can't come soon enough

**THE AFTERSHOCKS OF** Volkswagen's emissions test cheating, dissected in detail from p10, will resonate through the industry for years.

Amid the gloom, there is some cause for optimism. It is clear that this is not an industry-wide scam practised by every car manufacturer. Those who have played by the rules, and continue to do so, do not deserve to have their reputations tarnished by Volkswagen's actions, nor by an over-reaction fuelled by the hysterical rantings of the general media, which seemingly can't separate pollutants such as NOx from CO<sub>2</sub> emissions.

That's still the case, even if those rules are flawed. Publicly, most manufacturers say they are supportive of the need for new fuel economy and emissions tests that more accurately reflect the kind of results that motorists see during their

everyday driving.

The months ahead will provide an opportunity for those companies to show that they mean what they say and inject some goodwill back into the car industry.



**MATT BURT** EDITOR

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## AUTOCAR

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**REVIEW**

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## Müller promises fresh start for Volkswagen

New CEO Matthias Müller has vowed to rebuild trust



GETTY IMAGES



**N**ewly appointed Volkswagen Group CEO Matthias Müller has promised to “personally rebuild the trust of VW’s customers” after an astonishing emissions cheating scandal brought him to the head of the world’s largest car maker in the space of 48 hours late last week.

Promoted from the leadership of Porsche as a replacement for Martin Winterkorn, Müller has assumed control of a company mired in scandal on both sides of the Atlantic.

He will preside over a heavily restructured management that promises to offer greater control and accountability to individual brands and geographical regions. But it will also have to steady VW’s financial affairs, after more than a third of the firm’s stock

involved in working on is the right basis for this.”

Müller’s immediate goal of stabilising the VW empire will be made more difficult as further revelations threaten the company. Last weekend a number of German newspapers reported that an employee had warned VW about its cheating in emissions tests as long ago as 2011 – and that Bosch, which supplied the electronics module for the cars in question, had also questioned the legality of the software patch.

The new management structure includes a North American region for the VW brand, with the US, Canada and Mexico all falling under the control of former Skoda chairman Winfried Vahland. But America’s VW brand boss, Michael Horn – who summarised the crisis by

## ***‘Patience will be tested, but speed is less essential here than being thorough’***

value was wiped off in the space of a week.

Presented to the media last Friday, on the same day that Winterkorn had been expected to ratify a contract extension through to 2018, Müller has been handed the reins to the VW Group until 2020. His initial target is to rebuild trust in one of the world’s most recognised brands, after it admitted using software to cheat certain diesel engines through the US’s NOx emission test.

Müller promised to work to restore VW’s tarnished reputation – but also stated that the process would not be quick. “I will do everything it takes to win back the confidence of our employees, investors, staff and the public,” he said. “Our patience will be tested as much as yours, but speed is less essential here than being thorough.”

He added: “My highest priority is that people continue to use and drive our vehicles with confidence and pleasure. I know my team is working with passion on our vehicles and for our customers. This has been and will remain our great strength. Together, we can make VW into an even stronger company, and the new structure that I have been

telling customers bluntly that “we’ve totally screwed up” – keeps his position after the local dealer network came out in support of him.

Vahland will be replaced at Skoda by Porsche’s current sales and marketing chief, Bernhard Maier, while Seat chairman Jürgen Stackmann moves to lead VW’s sales and marketing division. Audi sales chief Luca de Meo will step into Stackmann’s old role at Seat.

Most of the group’s brand structure will remain the same, with VW sitting alongside Seat and Skoda, and Audi grouped with Lamborghini and Ducati. However, Porsche will join Bentley and Bugatti in a new sport division that is tipped to be headed by current Bentley/Bugatti boss Wolfgang Dürheimer.

In a further twist, Ferdinand Piëch – the man who lost out in his efforts to oust Winterkorn from the CEO role in a boardroom battle earlier this year – is rumoured to have been at VW’s Wolfsburg headquarters one day last week. It implies that 78-year-old Piëch is back in the frame at the company – if not directly involved in decision making then certainly in presence.

**JOHN McILROY**



GETTY IMAGES

VW’s management structure has been heavily revamped



JIM HOLDER

### **VW’s chances of recovery**

AT THE ANNOUNCEMENT of Matthias Müller as the new boss of the VW Group, the language was laden with contrition, humility and promises to change. There was also a chilling line about “doing our best to move forward without the loss of jobs”.

The group directly employs 650,000 people worldwide, and many times that number have jobs that depend on income from working with the world’s largest car maker. If they don’t keep selling cars, they’ll soon be out of work.

Müller’s first and pivotal job must be to convince the world’s car buyers that they can own a VW with confidence again – and quickly. Already, there has been talk that the VW brand – on which most of the focus has been – is toxic beyond repair. I don’t

agree. The car industry has seen other scandals in recent years, not least the GM ignition switch and Toyota unintended acceleration incidents. In terms of ongoing sales, both manufacturers appear to have successfully negotiated those choppy waters. The VW Group can do the same if it works hard to remind buyers of all the reasons why they always wanted its cars.

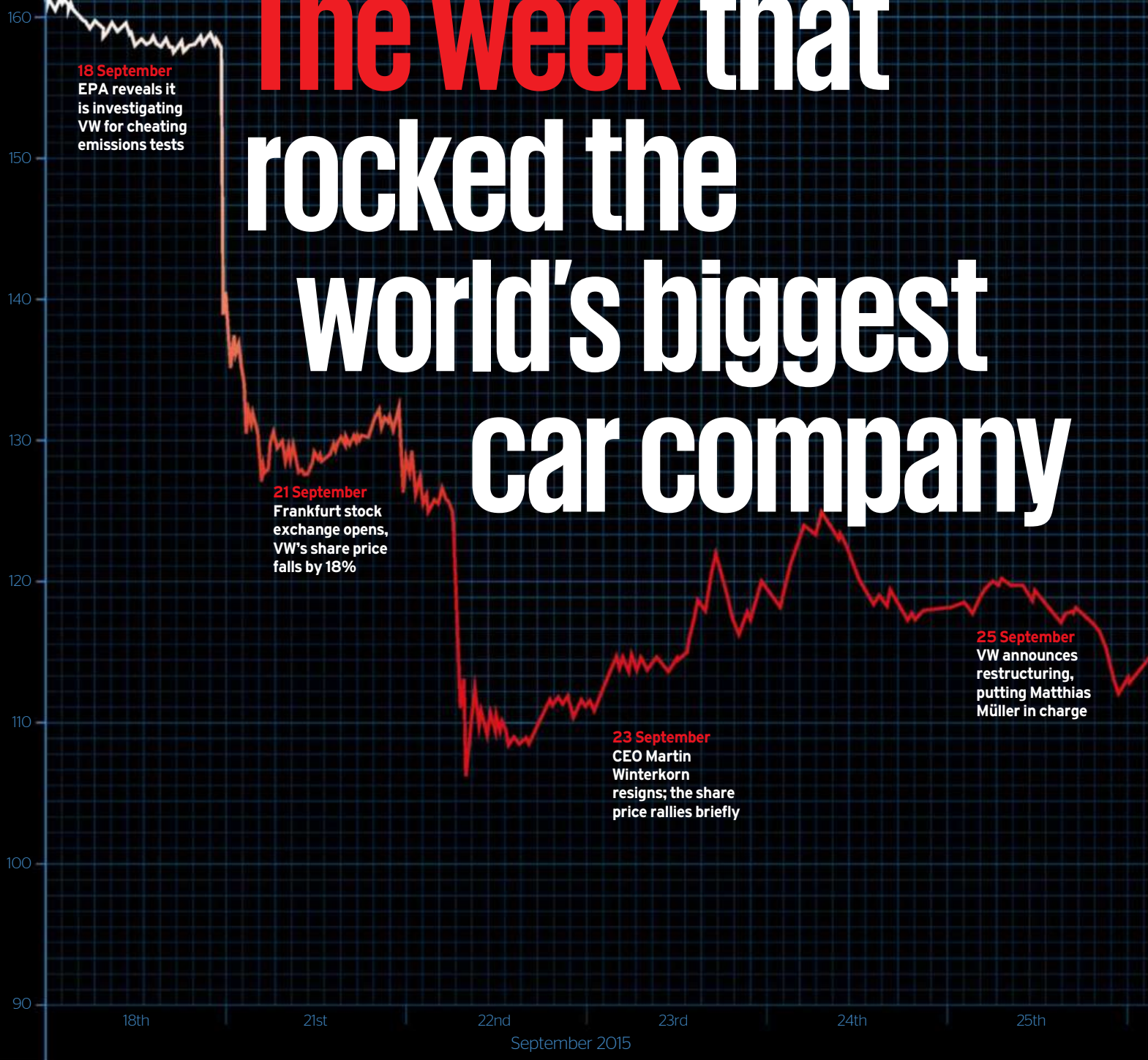
It won’t be easy, given the competitive markets in which its brands compete. But if Müller can steady the ship, get the brands out of the mainstream news for a period and then hammer home the honest legacy of leadership with projects such as the XL1 and its current electric, hybrid and BlueMotion ranges, buyers will once again surely vote with their wallets.

**Turn over for more on the week that rocked the world’s biggest car company**





# The week that rocked the world's biggest car company



## HOW THE VOLKSWAGEN SCANDAL UNFOLDED



### MAY 2014

West Virginia University publishes the results of a study commissioned by the International Council on Clean Transportation that found high in-use emissions from a diesel 2012 Jetta and 2013 Passat. WVU alerts California Air Resources Board and the Environmental Protection Agency.

### SUMMER 2014

Over the course of the year following the publication of the WVU study, Volkswagen continues to assert to CARB and the EPA that the increased emissions from these vehicles could be attributed to various technical issues and unexpected in-use conditions.



**V**OLKSWAGEN WILL TAKE a huge financial hit as it seeks to recall and fix an estimated 11 million cars around the world fitted with software that enabled them to cheat US emissions tests.

What started as a \$50,000 research project in the US to validate the official nitrogen oxide emissions test results of diesel cars uncovered systemic cheating of those tests by Volkswagen, leaving the group facing many billions of dollars of costs in terms of fines, compensation and recalls.

The German car maker also faces long-term damage to its credibility in the eyes of consumers, inquiries by governments around the world, corporate fines and the threat of criminal proceedings against employees implicated in the scandal.

The US Environmental Protection Agency (EPA) announced late on 18 September that Volkswagen had admitted installing software in certain diesel cars that allowed those models to 'cheat' US emissions tests and emit lower levels of nitrogen oxides (NOx) than they did during real-world driving.

When the Frankfurt stock exchange opened for business on 21 September, Volkswagen's share price plummeted, and almost £15 billion was wiped off as the crisis continued to unfold, representing a third of the company's value.

Volkswagen has set aside £4.8bn to cover costs arising from the fallout from the scandal. The company could be fined as much as £11.8bn by the EPA for breaking US emissions test laws. A cost has yet to be put on the recall of cars to remove the software, but with cars affected across several global markets, it could run into the millions of pounds.

Disgruntled customers in the US have instructed legal firms to commence class action lawsuits, and owners could follow in other territories as they find out what work needs to be done to their cars and →

VW Group boss Martin Winterkorn has stepped down



The scandal became global news as the scale of it was uncovered

## VW has set aside £4.8bn to cover costs arising from the fallout

## How the defeat device worked

VW MANUFACTURED and installed its 'defeat device' software in affected cars' ECUs, allowing them to sense when they were being tested for compliance with the US Environmental Protection Agency's emissions standards.

The cars were able to assess criteria such as vehicle speed, the duration of the engine's operation and barometric pressure and could determine when they were being tested. The ECU contains complex software that is 'mapped' to control every aspect of the engine's operation at any given microsecond, depending on load, throttle position, air temperature

and crankshaft position, among other parameters. The 'defeat device' selected a second engine calibration map when it recognised that an emissions test was being carried out.

The EPA said in a statement: "At all other times during normal vehicle operation, the 'switch' was activated and the vehicle's ECU software ran a separate 'road calibration', which reduced the effectiveness of the emission control system. As a result, emissions of NOx increased by a factor of 10 to 40 times above the EPA compliant levels, depending on the type of drive cycle (e.g. city, highway)."



JESSE CROSSE

### Why did they do it?

I SUSPECT THE story began in 2002 when the price of petrol in the US began to climb from just over \$1 per US gallon to more than \$3 per gallon in 2008.

VW first introduced the Touareg V10 TDI into the US in 2004, but it fell foul of emissions laws and was replaced by the V6 TDI. However, President Obama's intention to ramp up fuel economy rules from 2009 gave a new incentive to tempt the anti-diesel US with clean VW diesels.

The fly in the ointment came with the new Tier 2 emissions rules, which had been phased in from 2004. They came into full force in 2009, with average NOx levels set at 70 milligrams/km – 90% tougher than the old regime's levels.

Unless it had been designed to do so from the outset (and recent events

suggest it wasn't), there were two steps VW could have taken to upgrade the EA189 from EU5 compliance to Tier 2. The first would be to optimise the combustion strategy, but this would have been inadequate in isolation and adversely affected engine noise and driveability.

The most effective option would be to increase exhaust gas recirculation. Doing so may have increased particulate emissions beyond the capacity of particulate filters designed for EU5. Fitting bigger filters, which may have included floorpan modifications, would have involved huge cost. With no commercially sustainable way of meeting the regulations, the decision to cheat could have been taken, the ramifications of which have only just begun.

### DECEMBER 2014

As a result of the findings by WVU, Volkswagen issues a voluntary recall of approximately 500,000 vehicles to address the emissions issue. VW says a software update will fix the issue, and state and federal officials approve the plan.

### MAY 2015

CARB and the EPA conduct follow-up testing in the laboratory and on the road to confirm the effectiveness of VW's work. Testing shows the recall has had a limited benefit and none of the potential issues suggested by VW can explain the continued high results.

### SUMMER 2015

CARB and the EPA say they will not approve certificates of conformity – necessary for vehicles to be sold in the US – for VW's 2016 diesel vehicles until the manufacturer can explain the problems and ensure that the 2016 model year vehicles will not have similar issues.



◀ whether the changes will affect performance.

Company chiefs have called an extraordinary meeting for 9 November to face shareholders.

#### MASS RECALL IMMINENT

Volkswagen's investigations are ongoing in order to find out which of its cars are fitted with the software and their whereabouts in the world.

It has so far confirmed that about five million of the 11m cars affected are Volkswagens. Reuters news agency reports that a further 2.1m are Audis, with 1.4m of those in western Europe, while Skoda has said 1.2m of its cars are affected. The 'defeat device' software was fitted to the group's range of EA189 diesel engines, also used by Seat.

It has yet to be established whether the defeat device was needed for cars to pass European emissions tests, which are less stringent on NOx than the US tests, or whether it is dormant in the ECU of models sold here. In either case, the software is illegal.

Volkswagens affected in Europe include the Mk6

## 'We are working at full speed on a technical solution'



VW believes "a small group of people" is to blame for the scandal

Golf, the Mk7 Passat and the first-generation Tiguan, all of which used the EU5-compliant EA189 engine. A statement from Volkswagen said: "All new Volkswagen passenger car brand vehicles that fulfil the EU6 norm valid throughout Europe are not affected. This includes the current Golf, Passat and Touran models."

The EPA has ordered Volkswagen to recall the 482,000 cars that are affected in the United States.

German authorities have given VW a deadline of 7 October to demonstrate how it will meet emissions standards without using illegal software. Kraftfahrt-Bundesamt (KBA), the federal motoring authority, has warned that it could withdraw type approval for the affected models in Germany if it cannot comply with the standards, according to a report in German national newspaper Bild am Sonntag.

Herbert Diess, chief executive of the Volkswagen passenger cars brand, said: "We are working at full speed on a technical solution. Our aim is to inform our customers as quickly as possible, so that

their vehicles comply fully with regulations."

As Autocar closed for press on Monday, Volkswagen UK was still in the process of establishing how many cars in this country might be equipped with the software. It planned to contact affected owners this week, although details of a recall or remedy might not be forthcoming at the time.

#### POLITICAL PRESSURE

The VW Group is facing top-level heat from the governments of several nations, including the UK, which has launched a wider inquiry into vehicle emissions that could present long-reaching challenges for diesel-fuelled vehicles.

In the US, the Justice Department said it could launch a criminal investigation and is working alongside the EPA's ongoing probe into Volkswagen's vehicles. Authorities in Norway and India are also commencing fraud investigations.

Belgium, Canada, France, Italy and South Korea are carrying out diesel vehicle checks and the German transport ministry has sent a delegation to Wolfsburg on a fact-finding mission.

Volkswagen has appointed Kirkland and Ellis, the US law firm that represented BP after the Deepwater Horizon oil disaster, to assist it with legal battles that arise.

#### VW LAUNCHES PROBE

Aside from the criminal investigations, a probe is under way within Volkswagen. It has already said it believes "a small group of people" in the company was responsible.

A number of staff have been suspended pending further inquiries. Volkswagen hasn't made public the identity of the suspended employees, but they are understood to include Audi R&D boss Ulrich Hackenberg, Volkswagen R&D chief Heinz-Jakob Neusser and Porsche board member and VW Group engine



Volkswagen UK will be contacting affected customers this week

### 3 SEPTEMBER 2015

During a meeting, VW admits that it has designed and installed a so-called 'defeat device' in the affected vehicles in the form of a sophisticated software algorithm that detects when a vehicle is undergoing emissions testing.

### 18 SEPTEMBER 2015

The EPA issues a statement saying that it has issued a "notice of violation of the Clean Air Act" against VW. It identifies the Jetta, Jetta Sportwagen, Beetle, Beetle Convertible, Audi A3, Golf, Golf Sportwagen and Passat as being affected.

### 20 SEPTEMBER 2015

VW CEO Martin Winterkorn issues a statement that doesn't deny wrongdoing. He expresses sorrow that "we have broken the trust of our customers" and says VW "will not tolerate violations of any kind of our internal rules or of the law". He announces an external investigation into the matter.



## Car makers back stricter test

PSA PEUGEOT CITROEN has led calls for the early introduction of a new emissions test "in its most demanding version".

The current NEDC test is set to be replaced by the new World Light-vehicle Test Programme (WLTP), although an introduction date has not yet been set.

Renault is another manufacturer calling for tighter legislation. "We welcome the improvements

that are proposed in Europe," a spokesman said.

Ford has also backed a tightening of the test's requirements, saying that the new version should give a more realistic guide to fuel economy and emissions.

"We fully support efforts to ensure that emission standards closely match the real-world results that customers experience under normal conditions," the company said.

## Key VWs affected in Europe



The sixth-gen Golf is one of the models affected in Europe



The seventh-generation Passat also uses the EA189 engines



The first-generation Tiguan is another model in the spotlight



The UK government is to launch a wider inquiry into emissions

chief Wolfgang Hatz. None of them has been officially implicated as having an active role in the scandal.

Volkswagen's investigation will also seek to ascertain how long the test-cheating device has been in operation. Germany's Bild am Sonntag newspaper reported that it has seen a letter in which VW supplier Bosch warned the group as far back as 2007 that the software was illegal for road use and highlighted that it was only being made available for test purposes.

### THE IMPACT ON DIESEL

Diesel cars accounted for just 3% of the US car market last year, but the importance of the fuel in Europe, where it held a 53% share last year, means the crisis could have deeper implications.

In Switzerland, sales of new VW Group cars complying with the older EU5 emissions standards and fitted with the EA189 engine have been suspended, a move that is believed to affect around 180,000 as yet unregistered cars across the VW, Audi, Seat and Skoda brands.



JULIAN RENDELL

### Will a stricter test help?

**EVEN BEFORE THIS** scandal, a plan for a stricter emissions test was in place.

The World Light-vehicle Test Programme (WLTP) was expected to arrive later this decade, although Autocar understands it will hardly tighten the regime and is unlikely to have much effect on fuel economy, CO<sub>2</sub> and NO<sub>x</sub> numbers. CO<sub>2</sub> targets may well have to be slightly modified for a decade, putting the headline 95g/km fleet average by 2020 under the microscope. Our understanding is that the WLTP figures will have to

be 'converted' backwards to be compatible with the previous system, anyway, so that the 95g/km figure can remain inviolate.

What the VW scandal is likely to do, though, is speed up the decisions still to be made about the detail of the test and its introduction date. If it's brought in sooner, with 2017 a possible introduction date, the car industry may well be wise to rethink its strategy to ensure that the new test is robust in real-world driving. Otherwise, political pressure will only continue to cloud the future of diesel.

In the US, car makers have been warned that as a result of the scandal, their vehicles could now undergo real-world tests for emissions, a move that will affect both diesel and petrol models. As a result, it could take longer for the

EPA to approve vehicles' fuel economy figures, and that in turn could delay model launches and roll-outs.

**MATT BURT**  
Additional reporting by  
Tom Webster, Julian Rendell  
and Jesse Crosse

### 21 SEPTEMBER 2015

VW's US boss, Michael Horn, issues an apology at the launch of the Passat and says the company has "screwed up". VW shares plunge in value and the company halts sales in Canada.

### 22 SEPTEMBER 2015

VW admits that 11 million cars could have the software installed, making the issue a global one, and sets aside €4.8bn to deal with the issue. Governments around Europe call for an investigation into the matter.

### 23 SEPTEMBER 2015

Martin Winterkorn steps down as CEO of Volkswagen, to be replaced by Porsche boss Matthias Müller.





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**MG3 Fuel consumption mpg (l/100km): Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined: 48.7 (5.8), CO2 Emissions 136 g/km.**

Models shown - NEW MG6 DTI-TECHTL in Passion Red at £17,995. MG3 3FORM SPORT in Stark on Blue with White Trophy Stripe at £10,201. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3FORM with no optional extras. On the road price of £13,995 applies to the MG6 S. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. \*'From' prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results. \*Conditional Sale 0% APR representative available on selected New MG3 and New MG6 models until 1st October 2015. A minimum deposit of 50% of the cash OTR price applies. Finance by MG Financial Services, a trading style of GMAC UK plc, PO Box 6666, Cardiff CF15 7YT, subject to status, availability and terms and conditions. Applicants must be aged 18 or over at participating dealers. Please see your local dealer for details. Full details also available at [www.mg.co.uk/offers](http://www.mg.co.uk/offers)





# Volvo aims high with new S90

New luxury saloon and V90 estate promise big step forward over XC90; set to be unveiled next March

**N**ext year's all-new Volvo S90 luxury saloon and V90 estate will be "the real test" for the Swedish company after the highly successful launch of

the XC90. That's the view of Peter Mertens, Volvo's head of research and development.

Mertens said the new S90 and V90 were a "step beyond" what had been achieved with

the XC90. "The styling and the interior design will take a substantial step over the XC90. We have made a bigger effort for the sedan," he said.

"You might say that people expect a great XC90 because the first-generation car was so highly regarded. But perhaps people are not expecting a fantastic new sedan from Volvo. It is a market where we have to catch up."

Mertens also revealed that a Volvo "limo" would be going into production in China. It is expected to be a stretched and tweaked version of the new S90 specifically for the local market.

Mertens said Volvo's new

SPA architecture, which features double wishbone front suspension and an unusual transverse composite spring at the rear, is flexible enough to be tuned for either control or comfort, or a sliding mixture of both. The SPA architecture will underpin all future Volvo models from the S60 upwards.

The XC90 is the first SPA-based model. Mertens said it has been biased towards comfort and many customers are opting for the version with air suspension. The new S90, Mertens hinted, is likely to be tuned for handling prowess.

Volvo chief designer Thomas Ingenlath, who joined the

company in 2012, has also been able to have a considerable influence on the make-up of the new saloon and estate.

Mertens said: "Thomas worked with the engineers to pull the A-pillar even further back, further improving the proportions [of the SPA architecture]. It's all about premium proportions. The distance from the ball of the driver's foot to the centre of the front wheel is crucial for how the car looks."

Although Mertens would not be drawn on the launch date of the S90 and V90, it's expected to be made public next March at the Geneva motor show.

**HILTON HOLLOWAY**



S90 is based on the same architecture as the latest XC90

## Work under way on Volvo's V40 replacement

**WORK ON THE** all-new platform that will underpin Volvo's future range of compact cars – including a replacement for the V40 – is well under way with parent company Geely at a new research facility in Gothenburg, Sweden, according to Volvo's research and development boss, Peter Mertens.

The new architecture is dubbed CMA. Mertens said the development work was especially challenging because the new 'tool box' of component sets and structural sub-assemblies would have to be versatile enough to form the basis of

models in both mainstream and premium sectors.

"We have to cover everything from the mass market to an Audi A3 rival with CMA. Volkswagen's MQB is doing something similar, but we have to push hard to ensure that we can have greater differentiation [between Geely and Volvo models]," he said.

The architecture will also underpin a compact crossover, likely to be badged XC40. Mertens said the CMA platform will be vital in helping to reduce Volvo's corporate fuel economy average, because the Swedes are hoping to expand

V40 will be replaced by a car that uses a new CMA platform



significantly in the premium compact market. Currently, Volvo achieves about 110,000 sales annually for the V40 and V40 Cross Country.

Mertens, who said he is

"deeply involved" in the CMA architecture, has form in this tricky area. He led the platform design work on the General Motors structure that was used globally to

underpin cars at different price levels and aimed at different markets, including the Vauxhall Astra, upmarket Buick Verano and budget Chevrolet Cruze.





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# Bloodhound shows final 1000mph skin

Bloodhound SSC will attempt to hit 1000mph in 2017

**B**loodhound SSC has been unveiled in its final form ahead of its first world land speed record bid next year.

The car will attempt to break the current land speed record of 763mph in the South African desert next August before trying for a 1000mph run in 2017.

Powering Bloodhound is a Eurojet EJ200 jet engine, a hybrid rocket and an auxiliary power unit in the form of Jaguar's supercharged 5.0-litre V8. Total power

output is 133,151bhp – the equivalent to 111 Bugatti Veyron Super Sports.

Driving the car will be Andy Green, the current land speed record holder. Green will first drive the car during a 200mph test run in Newquay next Easter, something described as "crucial" by project director Richard Noble, a former land speed record holder.

Noble said: "The first test is very important. We're getting to know our car and we're getting to know how the team will work and maintain the

car. An enormous amount of research has gone into this. It's about 160 man years' worth."

In total, the Bloodhound project will have cost £45 million by the time the 1000mph run has been achieved. Around £25m has got the project to this stage, with the remainder needed to "go racing" and record the car's speed. Some of that funding has come from government grants, but the majority has been raised through sponsorship deals.

As well as speed, safety has been paramount in Bloodhound's development. "The land speed record is one of the safest of all sports," said Noble. "There have been very few fatalities. The few that have happened in the 1960s were spectacular, but back then the teams could not model their cars. They had no idea what was going to happen. We can model the car and compare that data with the research data and know that we're safe."

**DARREN MOSS**



Andy Green will pilot Bloodhound in a cockpit he designed himself

## Q&A RICHARD NOBLE, PROJECT DIRECTOR

### How important are the braking systems on Bloodhound?

"What we have is a low-drag, heavy piece of machinery travelling at 1000mph, so the kinetic energy is huge. Stopping it is actually more difficult than getting it up to speed. The airbrakes will gradually open to provide the primary braking. If there's a problem with that, then the parachutes will open as a back-up."

### What's it like to drive a car at 600mph-plus?

"You see every single detail come up on the track and go under the car. Everything slows down and your mental processes increase. I could



drive two 600mph-plus runs in a day and that would be it. I couldn't do any more because of the mental effort."

### Is there scope to go faster than 1000mph?

"One of the limitations is the ability of the driver to take the acceleration. It would also be difficult to get something with a bigger power-to-weight ratio than Bloodhound unless there was a huge step in technology."

## VAUXHALL CHIEF DEPARTS

UK managing director Tim Tozer has left Vauxhall with immediate effect. Autocar understands the move is related to a difference of opinion on how to achieve aggressive sales targets. He will be replaced by Rory Harvey.



## UK CAR PRODUCTION ON THE UP

The UK built 99,910 cars in August 2015 – a rise of 40.6% over the same month last year. This takes the total number of cars built in the UK this year to more than one million, with 76.5% of them exported to other markets.







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Official fuel consumption for the ŠKODA Octavia Hatch range in mpg (litres/100km): Urban 34.9 (8.1) - 72.4 (3.9), Extra Urban 52.3 (5.4) - 88.3 (3.2), Combined 44.1 (6.4) - 80.7 (3.5). CO<sub>2</sub> emissions for the ŠKODA Octavia Range: 149 - 90g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.



**SPY SHOT**  
MERCEDES-BENZ  
E-CLASS ESTATE



# E-Class Estate set for 2016

Mercedes' new estate will join the saloon version at the Detroit show in January

**T**he new generation of the Mercedes-Benz E-Class Estate is gearing up for its public debut in the early part of next year. The mid-sized executive wagon is tipped to go on sale in the UK next autumn.

Mercedes' new estate has recently been spotted testing for the first time. The spy shots show that it is set to follow the saloon's styling at the front.

The new estate has been developed under the codename S213 and is based on the same all-new MRA platform as the saloon. Like the E-Class saloon and the latest generation of

the C-Class saloon and wagon, the E-Class Estate is expected to increase in length. The platform was hinted at by the IAA concept car shown at the Frankfurt motor show earlier this month. The IAA came with a 2975mm wheelbase – 100mm longer than that of today's E-Class.

Although the production E-Class Estate may not grow this much, a boost in length over the current car's 4905mm is expected to help Mercedes offer more internal space for passengers and luggage. The current version already offers

a class-leading 695 litres of luggage space with the seats in place and that rises to 1950 litres with them folded, but this is expected to grow further.

Improved technology is also expected, along with kit to match its BMW and Audi rivals. This could include features such as gesture control to open the tailgate and even extend to autonomous driving technology, such as a system that can park the car without the driver being in the cabin.

The E-Class Estate is expected to come with the same engine range as the

saloon version, which is set to include a new generation of four-cylinder diesel engines, codenamed OM654, alongside four-cylinder petrol engines.

The new 2.0-litre diesel is likely to be offered in two states of tune. A new generation of 3.0-litre six-cylinder diesels is set to follow, along with six-cylinder petrol units.

Although it is not set to go on sale in the UK until autumn 2016, the new estate is likely to make its debut alongside the saloon version at the Detroit show next January.

**TOM WEBSTER**

## Confidential

DESPITE INITIAL suggestions that a £40,000 Sorento would be a step too far for Kia, the firm says 55% of buyers of the latest version have gone for higher-end KX-3 and KX-4 trims.

INFINITI HAS PLAYED down talk of a smaller Q20 model. New president Roland Kruger said: "We are monitoring the downsizing trend in the premium segment, but that is more towards drivetrains and engines. We are monitoring it, but Q30 is something we are launching first."



SKODA IS TO keep the vRS badge exclusively on the Octavia for the foreseeable future, insiders have revealed. Other models in the line-up will get Sportline variants with performance-focused styling tweaks but no chassis or engine modifications. The vRS hot hatch model accounts for 10% of this Octavia's sales – around double the figure of the previous generation.

FORD RECKONS EARLY buyers of the latest Mustang will keep their cars for a long time. The boss of Ford in the UK, Andy Barratt, said: "They have promised themselves one and they are going to hold onto them." He thinks the enthusiast nature of these early buyers is one reason behind the 70/30 split in favour of the V8.

JEEP'S 75TH anniversary in 2016 will be "a year-long celebration with different events", according to Steve Zanolunghi, the boss of the Jeep brand in Europe. He refused to reveal if it would involve new models but said: "You'll see soon. It starts on 1 January."

## Citroën C5 poised for bold reinvention

THE NEXT CITROEN C5 will not be a straight replacement for the current car, according to high-up officials within the company.

Linda Jackson, Citroën's CEO, said the company is considering a number of alternatives for its next large family car.

"You have to look at it in a different way," Jackson said. "What is the C5 customer going to buy? With the emergence of SUVs getting more important, what we are looking at is what that customer will want in five years' time. I

don't think it is simply replacing the C5."

The new car is likely to take on the more simple approach, as championed by the latest C4 Cactus and the Cactus M concept, which leaves out features that the customer doesn't need.

"It is not about getting down to a car with nothing in it. It is about having in the car exactly what makes sense," Jackson said.

The company will not take the same approach as the likes of budget brand Dacia, though, because Jackson said Citroën will not simply

C5 is likely to be reborn using the Cactus approach



be making cars to be sold as cheaply as possible.

"Low cost is not our strategy," she said. "Our view for Citroën is that we

are right in that mainstream, and to be successful there you have to have something a bit different. You have to add value."

### GIULIA DUE NEXT SEPTEMBER

The new Alfa Romeo Giulia will go on sale in the UK in September 2016. A full range of engines and trims will be revealed at the Geneva show in March, with diesels and smaller petrols set to join the 3.0-litre V6 shown at Frankfurt this year.



### BAC PUSHES THE BOAT OUT

BAC has revealed a Marine Edition of its single-seater, the Mono. It has been modified to be stored aboard luxury yachts and includes a lifting point for a crane and a "climate-controlled container environment". Its price is £500,000.







This year's XR-PHEV II concept previewed a new, smaller crossover

Masuko: "Plug-in hybrids and EVs are spreading"

# Mitsubishi plots PHEV domination

Outlander PHEV's success encourages Mitsubishi to plan an expanded range of plug-in hybrid and electric SUVs

**M**itsubishi is working at top speed on an all-new range of plug-in hybrid and electric SUVs, aiming to establish itself as the world leader in a niche for environmentally friendly soft-roaders and lift its image and prices towards the premium bracket.

The plan, outlined exclusively to Autocar by Mitsubishi chairman and CEO Osamu Masuko during a visit to London, follows the impressive sales performance of the Outlander PHEV, launched last

year. UK sales to the end of June 2015 totalled 7255 units, more than double those of the Nissan Leaf. Last year it topped sales of electric cars and PHEVs in the UK and Europe.

Masuko said that between now and 2020, Mitsubishi will build a five-tier line-up of SUVs, four of which are likely to be plug-in hybrids or EVs.

The line-up will start just above the B-segment with a downsized ASX and reach as far as the Shogun.

Masuko said the next ASX is likely to be the world's smallest

SUV with pure battery-electric power, although the company has still to reach a final decision on that. It might still be a PHEV.

There will also be an all-new SUV between the ASX and Outlander (the latter will grow a little to make space for the new model), and between the Outlander and regular Shogun the company will add a 'Shogun Sport', described as "a conventionally powered pure off-roader".

Both the proposed all-new model and the Outlander

will be PHEVs. The Shogun flagship is also likely to be a plug-in, although again the final decision has yet to be taken.

Masuko said that although Mitsubishi never expected the Outlander PHEV's success to be as dramatic as it has been, he was pleased if it encouraged other manufacturers to move more quickly into the sector.

"It is true that at first we didn't have to fight other competitors and that in future we will face fierce competition," he said. "However, the signs that PHEV technology is

spreading are positive. That means it will become a major technology for the future.

"We must look very carefully at where society is going, and at the progress of battery technology, before taking these decisions," he added. "If we were to make the wrong decision, a small company like ours would not be able to compete. But we must reach our decisions quite soon."

"We see our future role as being to offer specialised technologies others don't have; not a huge number of them but several that are very special. My own view is that the ultimate form for the vehicles of the future is the pure EV."

Mitsubishi is Japan's sixth-largest car company, selling around 1.2 million cars and commercial vehicles each year. Masuko said its future emphasis would not be on chasing volume, "which could be dangerous", but on improving its brand image and setting "appropriate prices".

**STEVE CROPLEY**



Outlander PHEV will be joined by four other SUV models by 2020



Range-topping Shogun is in line to get a plug-in hybrid powertrain





Evo badge is likely to switch from saloon to plug-in hybrid SUV

## End of the line for Evo saloons

MITSUBISHI'S EVO performance brand won't be used on future saloon models, says company chairman and CEO Osamu Masuko. However, it is highly likely it will appear again on a high-performance plug-in hybrid SUV.

Masuko insists the company has no concrete development plan for such a model because it has "lots to do" developing its new mainstream hybrid SUV line-up, but says the company "would like to utilise PHEV technology for high performance".

Mitsubishi showed one direction of its thinking with the XR-PHEV II

concept, revealed in March at the Geneva motor show.

The company has been building an Evolution series of saloons on its long-lived Lancer model since 1993, but it believes small sales and environmental concerns make this the time to stop.

It has been testing a high-performance Outlander PHEV off-roader and will enter it in cross-country rallies, starting with a Portuguese event later this year.

"If we can use EV or PHEV technologies for high-performance cars, we could certainly continue," says Masuko.



STEVE CROPLEY

### They're on the right track

IF YOU COULD write a car plan tailor-made for the predicted market conditions of the near to medium future, the odds are it would look quite a lot like the scheme Mitsubishi chairman Osamu Masuko laid out for us in an exclusive briefing late last week.

It makes enormous sense to major on SUVs. Such models in the small and medium sectors are booming across the world, and sales of electric and PHEV vehicles – led by Mitsubishi – have quadrupled here.

What's more, those dealers who sell the super-successful Outlander PHEV say customers have previously owned premium models, indicating that they have very little problem with the positioning of Mitsubishi.

This will surely help Masuko's ambition to improve his firm's brand image and increase its profit per unit.

The chairman insists his major aim is not to chase extra sales volume, but it may be coming his way if his predictions come good – whether he wants it or not.

Tester's Notes

# Matt Prior



**M**ore Volkswagen. Sorry, I know you've turned to page 23 hoping it's all over, but I suspect it won't be – not for some time. VW will disappear from the front pages, of course. An article the other day said a subject doesn't remain top of the news billing for more than 10 days. Of course, by then, the damage is done and the industry tainted.

All of it tainted? Perhaps. Those of you who live around the motor industry can compartmentalise and rationalise subjects. For example, you might know why installing cheat software or a defeat device is illegal, yet optimising a car's engineering so it'll pass an emissions test is not just legal but, for a car maker, essential.

Not everybody in the wider media understands that distinction, as misinformed articles and below-the-line commentators have this week demonstrated. Engineering is hard to understand and the regulations are cryptic to most.

If I were reading about an industry I knew nothing about, I might just conclude and infer grimmer things than I should,

## The VW mess has been called the car industry's Libor scandal. It's at least as serious

too. What are the banking or mobile phone or toaster regulations? Not a clue, but I'd be furious to find a company I'd given money to had deliberately broken them. Cars are more emotive things than financial institutions, so the damage hits harder. To find you've been lied to by a brand you've invested soul in is a tougher blow.

So while the VW mess has been described as the car industry's Libor scandal, I'd say it's at least as serious as that. How did Libor rigging directly affect me? Off the top of my head, I couldn't tell you. How does emitting 10 to 40 times more harmful pollutants than is allowed affect me? I could take a guess at that one,

and the answer isn't good. Public sympathy, in a world where reaction to corporate wrongdoing is quick and brutal, will be in short supply.

The headlines will die, then, but the implications will rumble on and things will presumably be reshaped. The emissions regulations in Europe that replace the current NEDC cycle may end up being tighter than they were going to be – certainly the industry's negotiating power will have been weakened – and as a result, the future for small-capacity diesels could change drastically, too. There are tech companies eyeing up the personal mobility market who may be taken more seriously and be less fearful about taking on the establishment now.

How Volkswagen reshapes is equally important. It has a lot of cash reserves and its investors include its home state, but it's going to need all the cash and friends it has got. There are plenty of people who are no fans of the car industry. The speed and humility with which VW makes amends will affect, fairly or otherwise, how some of them perceive the entire industry.

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Official fuel consumption for the all-new Volvo XC90 in MPG (l/100km) ranges from: Urban 28.8 (9.8) – 45.6 (6.2), Extra Urban 40.4 (7.9) – 52.3 (5.4), Combined 35.3 (8.0) – 134.5 (2.1). CO<sub>2</sub> Emissions range from 186 – 49g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.





A Week In Cars

# Steve Cropley

You have to wonder how much Winterkorn knew about the cheating



## MONDAY

Stunned, as you must have been, to hear Volkswagen's bosses admit they cheated so blatantly and for so long over US exhaust emissions, grievously damaging the integrity with which so many of us have credited their cars. Personally, I started believing in VW excellence the first time I ever slammed the door of a Beetle, 50-odd years ago.

Questions tumble over one another like rats escaping a sack. Who would devise such perverted technology? How could anyone in authority be so unprincipled as to use it? Or naïve enough to think experts out there in compliance-land wouldn't discover it? And could nice, cuddly, car-loving Martin Winterkorn, first of the fall guys, really have known nothing about this?

Then come the practical questions. Do we really believe VW is the only culprit? (I recall stories about motorbike manufacturers building 'holes' into engine torque curves to meet drive-by noise regs.) Is it appropriate for me to feel glad – as, guiltily, I do – that my missus has just changed from diesel to petrol? If I owned a healthy 50,000-mile Golf diesel,

## The owners of problem cars will still need to drive them home tonight and in the future

what would its value be today versus last week? How sorry are we for the innocent 99.9% of VW's 600,000 employees? And, above all, how will this thing play out? It strikes me as a proper new-age mess when the owners of problem cars will still need to drive them home tonight, next week and next month.

### And another thing...

Friday at last; home after a gruelling week in a lovely, cossetting Jaguar XE, a four-cylinder, eight-speed automatic petrol version whose innate excellence – in comfort, shape, stability, refinement and ride – issue their own denial that this is a mere entry-level model.

## TUESDAY

Happily, I have an errand in Norwich, away from the news-heavy screens of the office, and my transport is an 89bhp, 1.5-litre, common-or-garden five-door Mazda 2, our departing long-term test car. Rightly or wrongly, I have the strong feeling that Japanese manufacturers would never get into VW-level dishonesty – although a colleague drily points out that, as sellers of mainly petrol cars, they wouldn't need to.

Heading north, I discover how much better this car's infotainment system is than many at twice the price. I coin a new term – soft precision – for the Mazda's control responses (my only quibble is a rickety secondary ride on some

surfaces), and after weeks of torquey autos, I rediscover the joys of flicking a lever between gears and deploying the enjoyable kick of a free-spinning engine that percolates pretty well beyond 3500rpm.

## WEDNESDAY

Pleasant duty: my job is to pick up and pay for the Steering Committee's new Fiat 500 at a central London dealership and take it to the Cotswolds, where it will be based. The new owner is instantly pleased with the refinement and response of the 104bhp Twinair, especially when its much-maligned fuel consumption settles at a decent 48mpg on the trip computer. We will wait until later to assess its veracity. This is not a day to be disappointed by hard facts.

## THURSDAY

When first news arrives that Porsche boss Matthias Müller is nailed on for the top VW job, I have two immediate thoughts. First, how confident is a bloke who puts his head over the parapet in a battle that has done for so many high-achieving colleagues? Second,



Mazda 2's rev-happy 1.5 petrol is fun

I'm remembering Müller from the Macan launch in Los Angeles in 2013 – a deadpan and somewhat charisma-free sort of bloke. Makes me wonder at VW's future relationship with the hackdom. Will they want to build a new Jerusalem, or shoot the messenger?

## FRIDAY

To Silverstone, for a few innocent laps in the McLaren 650S Spider we're running. What strikes me is how far and how well this car has moved on from the 12C we had last year. Key feature for me is the almost Citroën-esque ride, demonstrated best on ordinary roads rather than the track. The comfort is simply beyond the realm of other supercars.



steve.cropley@autocar.co.uk

@StvCr



# FIRST DRIVES

This week's new cars

# Mini Clubman Cooper S

**23.9.15, Sweden** Mini's oddball estate grows up and gets an extra side door to become a more versatile proposition than before

## QUICK FACTS

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**T**he Mini Clubman has been reinvented. Considerably larger and roomier than its quirky predecessor, the new Mini estate aims to provide improved levels of comfort and practicality in a bid to broaden its appeal against a growing number of premium hatchbacks.

Gone is the idiosyncratic layout of the previous Clubman, which had two conventional front doors and a single rear-hinged rear passenger door. It has been replaced with a far more conventional body that features four front-hinged side doors.

An even more radical departure is the increase in size. At 4253mm in length, the new Clubman is a significant 293mm longer than its predecessor, which was introduced to the UK in 2007. It is also 115mm wider (at 1800mm) and 16mm taller (at 1441mm) than before. To put the wholesale increase in exterior dimensions into perspective, the latest Mini is 158mm longer, 10mm wider and 119mm lower than the largest of the existing Mini models, the Countryman.

Despite these changes, the new Clubman is immediately recognisable as a Mini, with an exterior design that draws heavily on the latest hatchback. Key elements include a large single-frame grille, oval-shaped headlights with LED graphics and a heavily rounded clamshell-style bonnet.

Further back, the new Clubman adopts a breather element to draw air from the front wheelarches, a chrome housing for the side repeater lights and four frameless side doors, those at the rear extending well into the wheelarches for added ease of entry.

As with the previous Clubman, the new model forgoes the conventional hatchback of other modern Minis for a pair of vertically split barn-style doors that feature a prominent chrome opening mechanism. The vertically stacked tail-lights of other Mini models are also replaced by horizontal units, providing the new car with added visual width.

The new front-wheel-drive Clubman will be offered with turbocharged three-cylinder and four-cylinder petrol and diesel engines from the start of UK sales. The new-generation powerplants, already seen in other new Mini models, come mated to a standard six-speed manual or optional eight-speed automatic gearbox. The new auto replaces the six-speed unit used previously and brings enhanced stop-start and brake energy recuperation functions, as well as a coasting feature that idles the engine on a trailing throttle between 19mph and 62mph to save fuel.

The model tested here is the →



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◀ initial performance leader, the Clubman Cooper S. Instead of the turbocharged 1.6-litre engine of its predecessor, it has a more contemporary turbocharged 2.0-litre four-cylinder unit. Along with the rise in capacity, power has climbed by 8bhp to 189bhp and torque has increased by 29lb ft to 206lb ft.

Underpinning the Clubman is the versatile UKL platform of parent company BMW. It uses the same 2670mm wheelbase as the BMW 2 Series Active Tourer. That's 125mm longer than the wheelbase of the old Clubman and 175mm longer than that of the latest hatchback.

As with all new Mini models, the suspension uses MacPherson struts up front and a compact multi-link arrangement at the rear. It can be enhanced with optional dynamic damper control, which provides the choice between Sport and Comfort settings. The standard wheels for the

Clubman Cooper S are 17in and they come with 245/45 tyres.

The Mini Driving Modes function is another option. Activated via a rotary switch at the base of the gearlever, it provides the choice of three settings: Green, Mid and Sport.

The first thing you notice about the new Clubman is that it's easier to get into than the previous one, thanks to larger door apertures all round. You can also access the rear seats from either side of the car, rather than just on the right-hand side as before.

Predictably, given the increased external dimensions, it is a good deal roomier inside, too. You're immediately aware of increased shoulder and head room up front, and the rear offers far greater leg and head room than previously.

The added space is welcome. However, the intrinsic intimacy and snugness that has characterised Mini models down through the years

has been lost in the effort to improve comfort and everyday practicality. It is likely to suit family car buyers, although I'm not entirely convinced that the larger cabin will find favour among traditional Mini owners.

In a further departure from other recent new Mini models, the Clubman receives a bespoke dashboard. The new design is more cohesive than that of its siblings while retaining traditional elements, such as the centrally mounted round binnacle and familiar switchgear. Crucially, it is all of a perceptibly higher quality.

The more functional nature of the new Mini is also reflected in the size of its boot. It has grown by 100 litres to 360 litres with the rear seats up – 150 litres more than the hatch and 10 litres more than the Countryman. When the 60/40 split rear seatbacks are folded down, there's 1250 litres of load space.

You access the boot through two side-hinged doors. The right-hand door springs open at the prod of a remote button on the key fob or touch of the electric mechanism housed within a chromed handle. Once open, the left-hand door can be opened in a similar fashion. Mini also offers gesture-controlled opening, which works with a wiggle of your foot under the centre of the rear bumper.

The new 2.0-litre engine feels a good deal stronger than its 1.6-litre predecessor. Solid low-end urgency and an energetic feel through the mid-range make it both flexible and entertaining in everyday driving conditions. It's quite a boisterous unit at high revs, though. At anything more than about 4000rpm, a noisy mix of induction and exhaust blare fills the cabin, although, given the Cooper S's sporty brief, this is not entirely unexpected.

The optional eight-speed auto →



Enthusiastic drivers will enjoy the verve with which the Clubman tackles corners; it's now a six-door car so, for the first time, you can access the rear seats from either side



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← gearbox, as fitted to our test car, is perfectly suited to the characteristics of the more powerful engine. It delivers noticeably smoother shifts in automatic mode than the older six-speed unit and is also more responsive when you nudge the gear selector across its horizontal plane to switch it into manual mode.

It's not only the improved action and smoothness of the new automatic gearbox that pleases. The ratios have also been well chosen, providing the Clubman with an engagingly peppy feel in the first four gears and considerably more relaxed qualities in the final four gears – eighth being relatively tall (at 35.5mph per 1000rpm) for relaxed long-distance cruising capability.

At 1390kg, the new Clubman weighs a good 230kg more than its predecessor in automatic guise. However, the moderate increase in engine output and two extra gear ratios help to provide it with

improved accelerative ability. Mini puts the Cooper S's 0-62mph time at 7.1sec, which is 0.6sec quicker than before. Top speed has also been hiked from a previous 138mph to 142mph. Those longer ratios also help to deliver an incremental improvement in fuel economy, which is now 48.7mpg on the combined cycle, while reducing CO<sub>2</sub> emissions from 150g/km to 134g/km.

The far bigger exterior dimensions may help to improve practicality, but they also conspire to make the new Clubman a rather less endearing proposition around town than the previous model. Apart from the obvious added difficulty of finding suitably sized on-street parking spaces, the new car has a larger turning circle, at 11.3 metres versus 11.0m, making it more of a chore to manoeuvre in tight confines.

However, it's a different story out on the open road, where the Clubman delivers genuinely absorbing

handling. The new Mini corners with verve, its well-sorted chassis providing tenacious grip and nicely contained body movements when you push hard. There's a real feel of strength to the body structure, which gives the impression of being significantly more rigid than most similar-sized hatchbacks.

With a longer wheelbase, the ride is also a lot calmer than the previous Clubman's. Despite the inherent firmness of the springs, there's sufficient compliance to ensure that it never becomes overly harsh, although there is excessive surface sensitivity and road noise on the standard 245/45 R17 Dunlop Sport Maxx tyres. The high-geared steering is precise and fairly communicative, too. Surprisingly, though, the electro-mechanical system suffers from the odd ping of torque steer under strong acceleration in lower gears.

The Clubman has always been a quirky choice, and that tradition

continues with this new model. However, it is clearly better than the previous Clubman in terms of passenger and boot space, perceived quality inside, performance, fuel economy and comfort.

If you're in the market for a typical hatchback but are put off by the sometimes lacklustre dynamics served up by mainstream offerings, this new Mini is well worth a look. Although it's priced above the more conventional competition, it delivers an engaging driving experience, especially in the Cooper S guise tested here.

The adoption of four conventional passenger doors, together with the improved functionality of the barn doors at the rear, also provides it with significantly enhanced practicality, which is something that's sure to make the new Clubman more popular among family car buyers than before.

**GREG KABLE**



Rear side door aperture extends some way aft to ease access; tail doors open with a touch of the handle; longer wheelbase aids ride



#### MINI CLUBMAN COOPER S AUTOMATIC

Engaging to drive and far more practical than its predecessor. Still pricey and flawed, though



Price	£22,755
Engine	4 cyls, 1597cc, turbo, petrol
Power	189bhp at 5000rpm
Torque	206lb ft at 1250rpm (221lb ft overboost)
Gearbox	8-spd automatic
Kerb weight	1390kg
0-62mph	7.1sec
Top speed	142mph
Economy	48.7mpg (combined)
CO <sub>2</sub> /tax band	134g/km, 21%



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# Peugeot 308 GTi 270

**24.9.15, Portugal** Peugeot Sport hot hatchback turns up the pressure on the Volkswagen Golf GTI

**H**ere's even more sugar-coated temptation for hot hatchback fans in a year that's already had a new Honda Civic Type R, Audi RS3, Mini John Cooper Works and Renault Clio RS 220 Trophy. The new Peugeot 308 GTi is the latest instalment in a line of fast French front-drivers, such as the RCZ R and 208 GTi 30th Anniversary, which have already impressed us with their hardcore purposefulness and driver engagement. They've also done their bit to restore Peugeot's reputation among petrolheads, taking it from the doldrums of the past decade towards heights not seen since the halcyon days of the 1990s.

This go-faster 308 has equally promising potential. The car is driven by the same engine and gearbox that we liked so much in the RCZ R, but it's updated with a higher-pressure direct fuel injection system for an even broader spread of torque and freer high-range power delivery. It rides 11mm lower than the rest of the 308 range, with stiffer springs, uprated dampers, a front track that's

10mm wider than standard and more negative wheel camber on both axles.

Stiffer suspension bushings at all four corners should enable more precise handling and better control feedback. Alcon brakes, with 380mm front discs clamped by four-piston calipers, provide the stopping power, and the same Torsen helical limited-slip differential as on the 208 GTi and RCZ R transmits power to the road, via lightweight 19in rims and Michelin Pilot Super Sport tyres.

Peugeot will offer a cheaper, less powerful version of the car alongside the model we tested, with a detuned 247bhp engine, smaller wheels and front brakes, an open front differential and less figure-hugging sports seats. But the full-fat version looks like appealing value, with a list price only just above £28k and a standard equipment list that includes LED headlights and sat-nav.

Before we get too carried away, this isn't our first taste of the 308 GTi. A quick drive in a late prototype earlier this year made it apparent that Peugeot's engineers have been

aiming to dethrone the Volkswagen Golf GTI with a car of apparent substance, certain driver appeal and rounded good manners, rather than to reincarnate the legendarily lithe and lovely 306 Rallye.

That may be a less enticing mission statement, but the 308 is well placed to achieve it, with its smart, tactile cabin quality and an engine that's frugal enough to put the car in a

**Crispness and accuracy are the car's dynamic calling cards, delivered atop a well-damped ride**



Peugeot has done a fine job in tightening body control without making the ride harsh





Traditional Peugeot GTi touches, such as red stitching, mix with a thoroughly contemporary specification and materials of high perceived quality



Turbo 1.6-litre engine delivers willing performance across a wide range of revs; six-speed manual is the sole choice and feels decidedly ordinary

class-leading position on company car tax liability. The rear seats are a little short on space, but the boot is a decent size, making for a more than respectable score on usability, too.

Peugeot's 1.6-litre twin-scroll turbo petrol engine sounds more reserved here than in the RCZ R, but press the Sport button on the centre console and the car's soundtrack comes to life. Some would doubtless rather the effect wasn't achieved via 'frequency augmentation' through the car's audio speakers, but to this tester's ears, the audible results are more than acceptable – in a growling, burbling, tremulous sort of a way.

Performance feels every bit as strong as you're likely to want, the four-pot pulling hard and with a pleasing consistency and zestiness, through the entirety of the rev range.

There's no paddle-shift gearbox option here, though. Golf GTI owners may not like the sound of that. And rather than make a particular virtue of the manual as Honda has for its hot Civic, Peugeot's six-speed gearbox lacks mechanical definition and

feels a little more limp and ordinary than it ought to.

The ride and handling are well judged for keen road driving – more, as you might imagine, than the standard 308's are – but its power steering, although improved, remains the low point.

Peugeot Sport has managed to take most of the body movement out of the 308's suspension during cornering and over bumps without compromising it with any more harshness or hyperactivity. It has sharpened the car's directional responses while making it more stable and easier to place. Crispness and accuracy are the car's dynamic calling cards, delivered atop a supple, well-damped and mostly quiet ride.

However, the primary limit to your enjoyment is a steering system with very little feedback and decent weighting for normal effort levels that becomes light and over-assisted as you begin to lean harder on the contact patches. The car's grip could also be more sweetly balanced for fun at everyday speeds. Too often

a scrabbling, understeering pair of front wheels calls for restraint from the GTi's driver where the Peugeot's more talented rivals will grip harder and then slip gently but more playfully from the rear axle when bidden.

Despite its dynamic limitations, the 308 is a more vivacious and interesting driver's car than the Golf GTI and runs it close enough as an ownership prospect to just about seal the deal. Little else at the less pricey end of the full-sized hot hatch class combines material class, understated desirability and moderate driver appeal quite as well as this.

The trouble, both for Peugeot and Volkswagen, is that the Golf GTI no longer represents the last word in affordable performance thrills – nor even the penultimate one. For this tester, the Renaultsport Mégane, Ford Focus ST and Seat Leon Cupra between them have the more value-savvy end of the hot hatch class pretty tightly sewn up. Anything else, however creditable, is quite difficult to recommend.

**MATT SAUNDERS**



#### PEUGEOT 308 GTI 270

An appealing mix of decent driver appeal and perceived quality, but more thrills are available elsewhere



<b>Price</b>	£28,155
<b>Engine</b>	4 cyls, 1598cc, turbo, petrol
<b>Power</b>	266bhp at 6000rpm
<b>Torque</b>	243lb ft at 1900-5000rpm
<b>Gearbox</b>	6-spd manual
<b>Kerb weight</b>	1280kg
<b>0-62mph</b>	6.0sec
<b>Top speed</b>	155mph (limited)
<b>Economy</b>	47.0mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	139g/km, 22%





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# Kia Procee'd GT

**23.9.15, Bedfordshire** Facelift brings a revised look and suspension tweaks to Kia's warm hatch

**K**ia revealed the facelifted version of its Cee'd hatchback at the Frankfurt motor show earlier this month, and those updates are now being extended to this, the Procee'd GT performance variant.

Upgrades for 2015 include larger brakes (the discs have grown in diameter by one inch, to 17 inches), new 18in alloy wheels, a new grille and the same redesigned front bumper you'll find on other facelifted Cee'ds. The suspension has been revised, too, in an effort to deliver a keener, more engaging drive.

It all sounds good until you get to the reference in the brochure to the GT's new 'electric sound generator', designed to enhance the engine's natural sound inside the cabin.

This type of generator is more commonly called a sound symposer – and it's something of a poisoned chalice. While it can fill a car's cabin with a 'sportier' – read louder – noise, it can also sound unpleasant and artificial. Often, you're left thinking the engine's natural note isn't sporty enough without it.

On looks alone, the Procee'd GT is a winner. Its larger wheels and unique light clusters set it apart from the rest of the Cee'd range, while inside there are all of the usual hot hatchback features you'd expect: sports seats, contrasting stitching and unique graphics for the digital instrument cluster.

While the GT's looks have been upgraded, the outputs of its turbocharged 1.6-litre engine remains the same as before, at 201bhp and 195lb ft of torque.

When we first drove the Procee'd GT in 2013, we praised its road manners and handling but found it to be more of a warmed-up version of the regular Cee'd than a true hot hatchback. That much remains true, because while this updated GT does offer an engaging and fun drive, it's never quite on the same level as class champions such as the Ford Focus ST and Volkswagen Golf GTI.

Helped by its twin-scroll turbocharger, the 201bhp petrol engine provides a decent surge of power, but acceleration feels simply

rapid rather than rocketship fast. Kia says the GT can reach 60mph in 7.3sec before powering on to its maximum speed of 143mph. That's fine, but the Golf GTI takes 6.5sec and has a higher top speed.

The Kia's new sports suspension delivers a firm ride but is still comfortable. You'll feel most road bumps at low speeds, but on the motorway the GT is composed. There's some road noise from the tyres but, as with the regular Cee'd, wind noise is fairly low.

Also like the regular Cee'd, the GT's steering is on the lighter side, although feels pleasingly direct. The car changes direction sharply without ever feeling unsettled. The six-speed manual gearbox provides smooth, quick changes.

On the right series of corners, the GT is fun to drive; it just doesn't have as much muscle as you might wish, and that's something which leaves it trailing behind the class best.

At £23,105, the Procee'd GT is considerably cheaper than its rivals from Volkswagen and Ford (which

clock in at £27,500 and £26,295 respectively). For that reason, in terms of pure value for money it must be applauded, even if it can't match its rivals on performance.

So what about that sound symposer? It adds a suitably sporty and engaging note, but once you realise it's all just electronic trickery, it loses some of its appeal. On the other hand, without the symposer activated, the GT doesn't sound nearly as good.

That aside, the GT is a good warm hatchback, ideal for those seeking the occasional spirited drive without having to spend a fortune, or compromise elsewhere. It's not as hot as some drivers might like, but with the true hot hatchback market so well catered for, perhaps there is room for a slightly cooler hatch.

**DARREN MOSS**

## KIA PROCEE'D GT 1.6 T-GDI

Updated Procee'd looks like a proper hot hatchback – but the drive leaves us only warm



Price	£23,105
Engine	4 cyls, 1591cc, turbo, petrol
Power	201bhp at 6000rpm
Torque	195lb ft at 1750-4500rpm
Gearbox	6-spd manual
Kerb weight	1356kg
0-62mph	7.3sec
Top speed	143mph
Economy	38.2mpg (combined)
CO <sub>2</sub> /tax band	170g/km, 29%



Facelift includes new 18in alloys and revised suspension; 'GT' button activates sound symposer and changes instrument graphics





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1M » 411+ BHP  
M3 E90/92 » 445 BHP (+DE-LIMIT)  
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M4/M3 3.0T » 520+ BHP  
M5 F10/M6 (STAGE 1) » 680 BHP  
M5 F10/M6 (STAGE 2) » 730 BHP  
F10 520D » 240 BHP  
F10 530D » 305 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP

316D/216D/116D » 160 BHP  
318D/218D/118D » 225 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
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435i/ F30 335i » 390 BHP  
428i/328i » 295 BHP  
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640D/335D/535D/435D » 390 BHP  
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# Renault Kadjar 1.5 dCi 110

**23.9.15, Durham** New crossover is almost a Nissan Qashqai in disguise and cheaper with it

**F**ollowing the success of the Nissan Qashqai, Renault is, with the help of its Japanese partner, looking to cash in with its own C-segment crossover, the Kadjar.

If you think there's more than a little similarity between the two, you'd be right. Renault says 95% of the visible parts are different, but they're underpinned by the same platform and the Kadjar has the same engine line-up as the Qashqai and shares around 60% of its components. It's also usefully cheaper than the Qashqai.

We've driven the 1.2-litre petrol and 1.6-litre diesel, but this is the first time we've got our hands on the 1.5-litre diesel. It's slower but more frugal than either of them and looks set to be the most popular engine, even though, unlike the 1.6, it's not available with four-wheel drive.

If you're after a car in the family crossover market, then space, comfort and fuel economy are probably high priorities. On these measures, the Kadjar doesn't disappoint. Its 527-litre boot will easily swallow the family's kit, and its roomy cabin means four adults will be comfortable on long journeys.

This is our first experience of a right-hand-drive Kadjar and, thankfully, the driving position hasn't been mangled in the transition from left-hand drive. The high seating position gives the same good view of the road and the car is just as comfortable to sit in.

A full five-star Euro NCAP safety rating, supported by plenty of safety features, should further reassure family buyers. The car's infotainment offering is fairly strong, too. In the context of the dashboard, the system's 7.0in display looks a little on the small side, but it's quick to respond and easy to use. Meanwhile, the quality appears generally good throughout the interior. It doesn't feel quite up there with the Qashqai, but then the Kadjar is cheaper.

Dynamique S Nav trim has a generous spec, with sat-nav, front and rear parking sensors, automatic lights and wipers and dual-zone climate control. It's a more sensible choice than the luxurious but pricey range-topping Signature Nav, which commands a £1200 premium.

However, although it's not new, the engine is the game-changer here. The 1.5-litre diesel is the same one

from the Qashqai line-up and it is the sweet spot in the Kadjar range. It may not offer jaw-dropping performance but will save buyers money. With CO<sub>2</sub> emissions dipping below 100g/km and claimed economy of 74.3mpg, it's a great option for company car users. Private buyers needn't feel left out, either, their wallets benefiting from the impressive economy and the model's class-leading resale values at three years and 60,000 miles.

It's worth noting that the 19in alloy wheels that are standard on Dynamique S Nav raise CO<sub>2</sub> emissions to 103g/km and economy falls slightly to 72.4mpg. Given that the ride can be a touch choppy (if never harsh enough to be uncomfortable) on these big wheels, it makes sense to save fuel and improve ride comfort by opting for the 17in wheels that you can specify as an alternative. The Kadjar rides more quietly on these smaller wheels, too. There is some road and engine noise, but not so much that you have to raise your voice to be heard at a fast cruise on the motorway.

Despite its modest 1.5-litre capacity, the engine is powerful enough for spirited overtaking on

country roads. It won't have any trouble hauling a fully laden Kadjar up to motorway speeds, but it does require a little more work than the 1.6 dCi if you want to make quick progress. It's a fair trade-off for its lower price and running costs.

The steering isn't particularly engaging, but it is accurate. There's some body roll in corners, but it's well controlled, considering the Kadjar's beefy proportions.

So Renault's crossover is good to drive, spacious and efficient. Add the strong residual value and a price that undercuts a similarly specified Qashqai by more than £2000 and you have a crossover that should have the Nissan quaking on its tyres. We'll be pitting the pair against each other to discover which is the true class leader, but, on the face of it, it looks like you'd be better off saving the cash and going for the Renault.

**DOUG REVOLTA**

## RENAULT KADJAR 1.5 DCI 110 DYNAMIQUE S NAV

As good as the class-leading Nissan Qashqai and even better value for money in this guise



Price	£22,395
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Power	109bhp at 4000rpm
Torque	192lb ft at 1750rpm
Gearbox	6-spd manual
Kerb weight	1394kg
0-62mph	11.9sec
Top speed	113mph
Economy	72.4mpg (combined)
CO <sub>2</sub> /tax band	103g/km, 18%



There's plenty of kit, but perceived quality isn't up to Qashqai standard; 1.5-litre diesel is frugal and gutsy enough for typical use





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More than 300 of the world's most desirable classic cars will be in show against the spectacular backdrop of Alexandra Palace, the historic 19th-century 'people's palace' that is just 15 minutes from of central London and offers unrivalled views over the city.

The show will be based around three main features: a celebration of the 10 greatest British cars ever made (including the unveiling of the overall number one selected by a global poll); the history of Aston Martin illustrated through every single one of its benchmark models; and the legendary British single-seaters of Sir Stirling Moss.

Following the sad news of the death of one of the classic car world's greatest innovators and inspirations, there will also be a tribute to Edward Lord Montagu.

On top of these and a wealth of displays from the world's leading classic car dealerships, there will be loads of other attractions including a wonderful automotive art gallery and a live stage where Henry Hope-Frost will interview a host of names including Ross Brawn and many more.

There will be a wealth of sideshows for all the family both inside and outside the venue, plus classic Routemaster buses to ferry visitors to the door from nearby Alexandra Palace station or Wood Green underground.

Or, if you travel to the show in your classic car, you can book a place in our exclusive classic car parks (full details when you book your tickets).

## THE KNOWLEDGE

### WHAT IS IT?

Masterminded by Classic & Sports Car magazine and Haymarket Exhibitions, the event will showcase some 300-plus of the world's finest classic cars. As well as a wealth of dealer displays, there will be three central features plus a plethora of other attractions for all the family.

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### WHERE DOES IT TAKE PLACE?

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### OPENING TIMES

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Sunday: 10am to 5pm

### GETTING THERE

Alexandra Palace is easily accessible by public transport and the venue encourages people to use it. The nearest stations are Alexandra Palace on the overground network and Wood Green underground. Visitors who arrive by bus or train will be able to get a lift up the hill to the palace in a classic double decker bus. Parking is limited to 1500 spaces and, once it is full, drivers will be directed to an overflow facility off-site.

C&SC has secured car parking solely for classics. Spaces are limited and will be offered on a first-come-first-served basis. You will be contacted when you buy your tickets to reserve your spot.

### TICKET PRICES

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# FROM GAYDON

The Aston Martin DB10 has been created specifically for the new Bond film, but it hints at





**BOND**  
**SPECIAL**

# WITH LOVE

a new era for the Gaydon firm. **Mark Tisshaw** meets its design chief





**“W**hat’s that?” James Bond director Sam Mendes asked of a sketch on the studio wall of Aston Martin design chief Marek Reichman. He was pointing at an early drawing of the Aston Martin Vantage sports car replacement, not due until 2017 at the earliest. No longer, though, for ‘that’ has now become the Aston Martin DB10, James Bond’s new car for the upcoming Spectre movie. It’s the first time that a car has been specifically created from scratch for a Bond film.

Mendes had come to Reichman’s design studio along with Michael Wilson and Barbara Broccoli from Bond film production company Eon in April 2014 to look at “what was cooking in the kitchen” of the Aston Martin design studio as a new Bond car was sought post-DBS and the destruction of his DB5 in the previous film, Skyfall.

Reichman had shown them everything he was working on and assumed that the team would go for the DB9 replacement (the DB11, due to be launched next year) as a replacement for Bond’s DBS. “They loved it,” Reichman told me of the DB11, “but then, as we turned to leave the design studio, Sam Mendes pointed at the sketch on the wall and said: ‘What’s that?’”

“It was a sketch, but Sam loved it and instantly had a vision of it as an icon for Bond in the same way the DB5 was. It was exactly what he was thinking about for Bond in the movie, making him a little bit more naughty. He asked if we could make the sketch, and I said of course we could...”

The usual time taken to get from a sketch to a car finished to the DB10’s standard is around three years. After Eon commissioned the DB10 in April 2014, Aston handed over the first working example bang on time for the start of filming, just five months later in September. It was straight into action, taking on jumps on two-metre ramps.

In total, just 10 DB10s have been made, and there will never be another one. Six and a half of them have been left in various states of disrepair (two of them ending up in the Tiber river in Rome following mishaps during filming) after the kind of heavy filming workloads that you’d expect in an action movie where all the stunts are real. Remaining are three ‘hero’ cars, one each to be kept by Eon and Aston and the other to be auctioned for charity for what will probably be a seven-figure sum.

Reichman says creating a car that was fully resolved in its design and engineering was a challenge not only because of the short time

they had in which to do it, but also because it went against usual business instincts, given that it wasn’t destined for sale.

But he points to the fact that the DBS, Bond’s most recent car, was in fact the most successful Aston in history as proof that normal rationale doesn’t apply here.

“How much of the DBS’s success can you put down to Bond? There’s no equation to it,” says Reichman. “It’s just a car that looks right, is exceptionally well proportioned, sophisticated and desirable. And James Bond drives it. We had it with DB5, now DBS, and that works for a lot of customers.”

The DB10 is underpinned by the firm’s current VH architecture rather than the next-generation one that is being readied for the DB11 onwards. It is longer than the current Vantage and has a longer wheelbase, and it uses the V8 Vantage’s 4.7-litre engine rather than the 5.9-litre V12 from elsewhere in the range. It’s hooked up to a manual gearbox – Mendes wanted Bond to drive a manual – and the cabin in which he sits is much sportier and more driver focused than the current Vantage’s, a clue to the future interior direction of Aston’s sports cars.

Of course, the DB10 does have some ‘extra features’, after a visit to Q, that won’t make it into production, but you’ll have to see Spectre to find out what they are. Rest assured, though, that there is no CGI in this film involving the car. Even the flame thrower out the back is real.

The DB10’s sportier, more aggressive look is the first clue that Aston will have greater design distinction between its future DB GT models and the Vantage sports cars, creating two visually distinct lines. The brief to Reichman from new Aston boss Andy Palmer is simple: Palmer’s mother must be able to tell the difference between a DB model and a Vantage.

“It’s a process we’ve been doing outside of our core models with cars like the Zagato, Vulcan and One-77, but now we’re changing the core models, they’ll be getting the same treatment,” says Reichman. “Andy says he wants to be able to bring his mum into the design studio and have her tell the difference between models. That’s how he is: down to earth and gives clear briefs.”

Indeed, the Vantage-previewing DB10 – with its low grille, shark-like face, slim lights, dramatic falling shoulder line and more rear-set cabin – is already a radical styling departure from any Aston, present or past, while still retaining the perfect proportions for which Aston Martins are famed.

But Reichman plans to make →



Cabin is very driver-focused; Mendes wanted a manual car





**'Sam Mendes loved it and instantly had a vision of it as an icon for Bond'**



## Meanwhile, at a secret facility in Coventry...

"THEY WANTED A supercar for the villain. We had the C-X75. We thought: 'Why not?' There wasn't much persuading." So says Jaguar Land Rover Special Vehicle Operations chief John Edwards on the conversation that led to the C-X75 concept car being reborn for a starring role in *Spectre*.

The C-X75 is the villainous car to the heroic Aston Martin DB10, the pair pitched into battle on the streets of Rome in a dramatic car chase (see p46).

Although the C-X75 may look the same as the concept that wowed the world at the 2010 Paris motor show, nothing is carried over underneath. The C-X75 is constructed around a spaceframe built to World Rally Championship spec, at the heart of which sits the 542bhp supercharged 5.0-litre V8.

Clearly, the C-X75's appearance in *Spectre* got tongues wagging about whether or not the car would finally make production, having originally been confirmed in 2011 and then unconfirmed a year later.

"The film was an opportunity to showcase C-X75, but it doesn't mean a change in strategy. The decision has been made and we can hold our heads up high on that," says Edwards. "We know what we're doing, and that we'll

get a reaction, and [questions on] the relevance. There's no nervousness."

The C-X75 is not the only Jaguar Land Rover (JLR) product with a starring role in *Spectre*. The firm also supplied the Range Rover Sport SVR and Defender for an equally spectacular chase through the snow.

Edwards says the SVR was pretty much standard, apart from its lights on the top and its snow tyres,

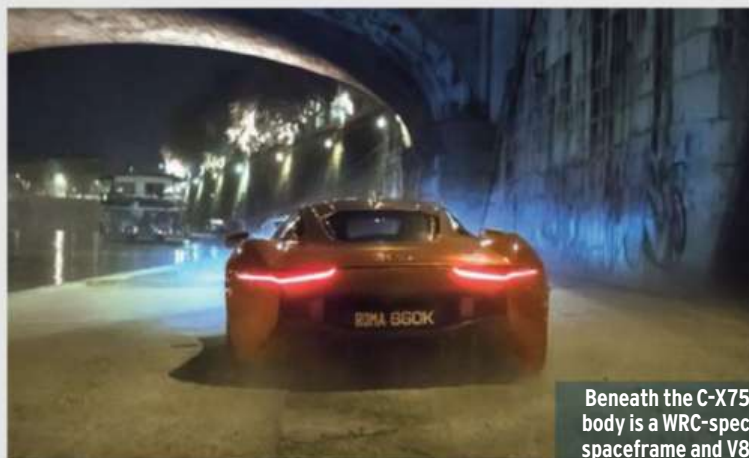
although the Defender went through more major changes, including the addition of vast 37in snow tyres.

In total, JLR supplied 22 cars to *Spectre*: seven C-X75s, four SVRs, 10 Defenders and a Land Rover Discovery Sport that pops up briefly. (Another model to briefly spot is the Rolls-Royce Phantom.) "The cars are ours. We get them back," says Edwards. "But there's no guarantee as to the condition when we get them back. A couple are unrecognisable."

Of those seven C-X75s, two are pristine 'hero' cars that Jaguar plans to keep, rather than sell. Still, at least the C-X75 was eventually built – kind of.



**Range Rover Sport SVR and special Defender also star**



**Beneath the C-X75 body is a WRC-spec spaceframe and V8**





DB10 gives a flavour of the new, bolder-looking 2017 Vantage

**'Maybe we can turn this style up even more for the Vantage replacement'**



Reichman (below) says slim lights are part of the new look



← the Vantage replacement more radical still and is not tempted to merely create a full-blown production version of the DB10.

“Now we have DB10, we have to use the work and effort put into it to inspire the next generation of future products, which will be even better than the DB10,” he says.

“We’ve only spent six months on this car, but we can put it out there – and to get feedback from millions of different people, rather than just have it internally in our design studio, gives us huge confidence. Maybe we can turn this style up even more. Just as DB9 is a hard car to replace, the Vantage is hard, too. We couldn’t have had a better start than with DB10, and the new car will be even better. Tastes will change in that time, and keeping ahead of the curve is the kind of challenge I love. We’ll self-assess and have had a vote of confidence with this, but we’ll push it further still. The Vantage is still two years away...”

There are more clues all over the DB10 as to the future direction of Aston sports cars: the understated finish to the brightwork, the design

of the 20in alloy wheels, the low rear that emphasises the width of the tyres, the unusual shape of the rear lights, the slimmer front LED light clusters, cooling holes in the bonnet, and that shoulder line and grille.

But before the next Vantage arrives, the DB10 will exist as a car in its own right. I put it to Reichman that the DB10 is the world’s best concept car, but he believes it to be even more meaningful than that.

“It’s more real than the world’s best concept car. How real is James Bond now? With generation X and Y growing up, it’s a relatively virtual world now anyway, which has generated its own thought pattern. This is way beyond a concept car and is capable of doing movie stuff, which pushes it beyond the realms of even being a car. It’s a product supporting a superhero, and as such there’s an affinity and love for it in its own right.”

So has a precedent now been set for Aston to make Bond a bespoke car for every future movie? “It’s a difficult one,” says Reichman, “but I’d love to. James Bond and Aston Martin are now unbreakable.”





# NOBODY DOES IT BETTER

What makes Bond films different from everything else? All the stunts are done for real, as **Nigel Donnelly** finds out in Rome

A 4km stretch of the River Tiber and dozens of streets have been closed





**F**rom the moment the plane settles on the tarmac at Fiumicino, you sense something is going on. Rome is excited, on edge, disrupted by the huge volume of visitors, vans, cameras, helicopters, cars and noise. Everyone knows. James Bond is in town.

Rome has made Bond welcome. We hear few complaints about the 4km stretch of the River Tiber that is closed, guarded by 250 security staff, while a 350-person crew get on with the job of making it all happen, closing dozens of streets as they do so. The city is chaotic as I close in on the set to see some of those responsible for the upheaval.

Neil Layton works for Effects Warehouse, which, as the name suggests, ensures that modern movies are as spectacular as audiences demand. He has arrived in Rome straight from the set of the latest Star Wars film to get stuck into Spectre.

Layton is used to prepping stunt cars, but with vehicles as special as the Aston Martin DB10 and the Jaguar C-X75, there are unique problems. "The hardest thing about this is that both the Jag and Aston are bespoke," he says. "Everything is bespoke. The cars aren't difficult – more the timescales and getting hold of them in the first place."

Ahead of filming, Layton had little to work with. "The DB10s were still being built," he explains. "So Aston gave us a mule car to practise with in the meantime. It was a widened, lengthened V8 Vantage, which we had on track, so we had an idea of what they were going to drive like." This allowed Layton's team to feed back into the production process.

"We had four and a half months' talking to Aston Martin to get the cars ready for the shoot," says Layton. "Some of the modifications are done during production and some are done post. So all the cars have full roll cages and fire extinguisher systems when they

arrive, but there are loads of bits we do when we get the cars."

Once the cars arrive, they are put into batches, depending on what they are needed to do. The cars used for the close-up work, for instance, have relatively little done to them, but some get very serious modification to satisfy the requirements of filming, as well as those of the driver. "The cars always get changes made," says Layton. "We set them up so they drive like we need them to."

Piloting the Aston for Spectre is triple British Rally Championship winner Mark Higgins, and his feedback is vital for fine-tuning the cars so that they are ready for Rome. He admits there are few similarities between his new job and his old one, but he enjoys the challenge nonetheless.

"With rallying, you have the different surfaces. You've tarmac and gravel," Higgins explains. "Here, we've got cobbles, changing weather and so on, but it's not that similar at all. Here, you do the same things again and again to get them right. In rallying, you do something once and hopefully you do it well."

Because there is little time to practise on set, planning is paramount. The evidence of this exactitude is evident everywhere. Despite shooting at night, with no camera in the car, Higgins is in a full Bond tuxedo. He's even wearing the correct Omega Seamaster watch with a Nato strap. "They'll want this back," he says, smiling.

He explains that such detail pervades everything that is done on set. "We work really closely with our stunt co-ordinator to plan everything," he says. "He'll have ideas. We'll have run-throughs with the cars so you know what it is going to feel like when you are on those actual cobbles, but you don't get much actual rehearsal. Once the road is closed off, you get maybe a couple of runs up and down to see what it is like, but that's it, really. I mean, you can practise on the →





← cobbles at Millbrook [proving ground], but it's not the same. The first time you know what it is like is when you get here."

As well as ensuring the drivers are happy with the balance of the car, the camera mounting positions and so on need to be set up to keep the director happy. The most modified and flexible of all the vehicles on set are the 'pod' cars.

"The pod cars have a full set of driver controls on the roof so you can have an actor or camera inside the car as it's moving," says Layton. "The steering and brakes are fully piped into the car's systems, but the throttle is a fly-by-wire arrangement especially built for this job."

Not all of the solutions are so high-tech, though. A huge set of rear-view mirrors is attached to one pod for a specific scene. "The mirrors are pretty big because there's a high-speed reverse sequence and Mark needed to see where he was going. They look like Mickey Mouse's ears," says Layton, "but they work."

Higgins says driving the pod cars needs extra concentration. As well as the high seating position, he has to make allowances for the remote controls. "The hydraulic steering works well," he says, "but there is no self-centring action. It feels very different from the regular car."

The other big issue, of course, is the cameras. "You've got other cars around you, but quite often, with the car rigged up, you're aware of the camera on the front of the car. You've got no vision."

Such limitations make car set-up crucial. Layton says: "The extra weight makes a difference. There are loads of rigs, sump guards, reinforced front grilles... but we need to change the spring rates depending on the set-up to make sure the cars drive properly."

Asked what the hardest modification has been, Layton pauses. "The flame thrower," he says. "Sam [Mendes, the director] came to us pretty late with that one. It all works, though. It has to. With Bond, everything is done for real."

Doing things properly means the cars take a lot of abuse. Layton explains: "They took off on the steps, landed on the steps from about four feet up and just kept taking it." Higgins is impressed at how well the cars have coped. "We're doing things six and seven times and I think we've had a pipe come off once. That's not bad when you think the cars are taking off and crashing into the ground."

Pushed on whether there have been any other problems, Layton admits that an impact on one Aston caused an unexpected lifting of the vast clamshell bonnet, but it was quickly sorted with a combination

of bonnet pins and gaffer tape. "We made sure it didn't happen the next time around," Higgins says.

Noise levels start to rise as we get nearer to the cameras rolling. Layton and Higgins get ready to go to work, indicating a spot a mile or so downriver as the best place for me to see the night shoot drama. I watch for the next couple of hours as a seamless chase through the streets of Rome is painstakingly pieced together frame by fiery frame.

As well as cameras along the roads, a helicopter shadows each of the runs, hovering mere metres above the murk of the Tiber. If two supercars aren't dramatic enough, a matt black Mercedes-Benz ML63 AMG with a huge boom camera joins in briefly, driving just metres from the chase across the slippery cobbled walkway. We later find out that the \$1.3 million Merc has been shipped over from Los Angeles specifically for Spectre because "it's the best tool for the job". Another corner being left conspicuously uncut.

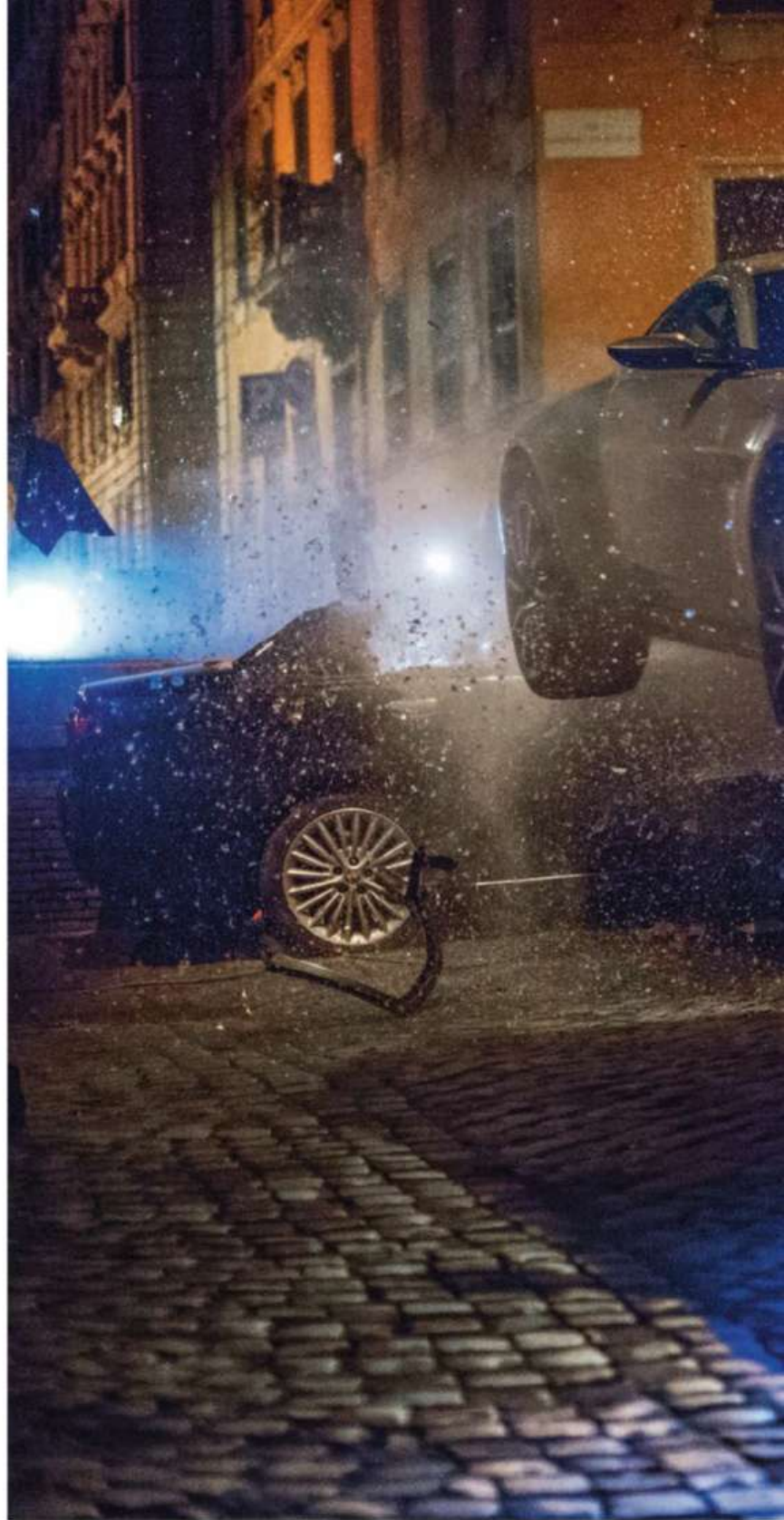
Without giving too much away, the sight of two rare cars howling down the dimly lit towpath of the Tiber at 80mph, separated by 15ft of flame, is hairs-on-the-back-of-your-neck stuff. It's hard to imagine that when spliced into a coherent whole, the final edit will be any less spectacular.

After a couple of hours of action, the major work of the night is over. The chase helicopter climbs high above the ancient city and chops off into the night and crowds dissipate, sensing the fun is over for the night. Layton is walking nearby, chatting into the radio. I ask how successful the night's work has been. He says it has been a long shift but is pleased with how things have gone.

"It's always difficult, but there is a pride to working on a Bond film that you get from little else," he says. "You know everything that you see on screen is real. The only CGI used is for hiding boom arms and little details. It could all be done in CGI, but it's not. Because it's Bond." **A**



Higgins (on left) and Layton discuss the scene they're filming







The cars take off and crash to the ground repeatedly, but they cope well



'Pod' cars can be driven using controls mounted on the roof



# HOW TO DRIVE LIKE BOND

From donuts to drive-bys, nothing's off limits at Drift Limits, the school that teaches stunt driving, as **Matt Prior** finds out

PHOTOGRAPHY LUC LACEY



STUNT 1:  
THE J-TURN



**M**akes you feel good, doesn't it? That he – you know, the “I expect you to die” fella – drives one of these. Which is why you'll find a mention of him in almost every single piece of motoring magazine copy about an Aston Martin that you'll ever read. Buy one of these, it implies, and you, too, can be a bit like 007.

Only you can't, can you? Not really. Not unless you first drive an Aston Martin, and then add a little... something. Given that Gemma Arterton still isn't returning my calls, in my case it's going to have to be something else. It's going to have to be driving an Aston like he does in the films.

I don't remember seeing Bond train for the driving he does: performing a barrel roll while leaping a river, drifting on ice, driving half a Renault 11 in Paris. It's all so easy, why would he?

However, to find out how Bond – or the stunt double pretending to be the man who is pretending to be him – does it, I am going to need some practice. That's why I'm here at Drift Limits in Hertfordshire, where owner Jonny Barden and his team train stunt drivers and the public alike. Today they have me. They'll tell me how Bond does it, and I'll tell you. A not so secret service.

### STUNT 1: THE J-TURN

The J-turn isn't just a cool piece of stunt driving; it's a vital part of defensive driving for licensed troubleshooters. The object is simple: you're facing in one direction but want to be travelling in the other, as soon as is humanly possible. A J-turn is what you need to do.

I've tried these before at test tracks and ballsed them up at test tracks, too, so I'm glad Barden is instructing, making what seems to be a very complicated manoeuvre sound relatively straightforward, or straightbackward. The steps are simple but happen in very quick succession.

First, you accelerate quickly backwards in a straight line – gently at first, because it's easy to light up the rear tyres – until you reach, say, 40mph, or around 6000rpm in the Aston V8 Vantage I'm driving. Barden says to keep at least one hand on the steering wheel, steady and locked at a quarter-to-three position.

Then you dip the clutch and quickly apply a half turn of lock, in whatever direction you want the car's nose to spin. Don't slip your hand around the wheel rim, though. Instead, hold it there or you won't know where straight is again.

As soon as the lock has been applied and you feel the car swinging, hit the brakes hard, just for a second. The ABS on our Aston is disabled so the wheels lock, which helps to keep the manoeuvre →





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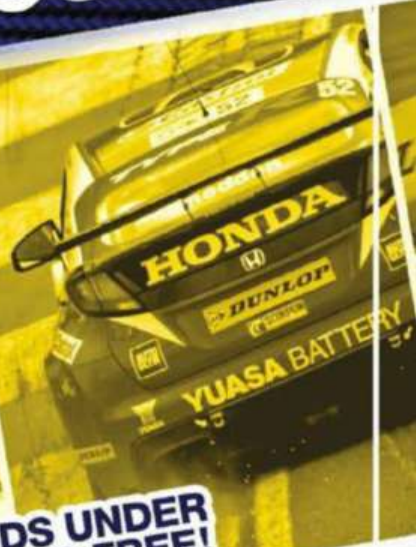
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## STUNT 2: THE DRIFT



To avoid being shaken and stirred, balancing the throttle is crucial

← tight and precise, but it works with ABS or with no brakes at all, although then it takes up more room. Now, wait while the car continues its 180deg turn and, when it's near straight again, bring your hand back to its start position – so you know the steering is straight – and the car will roll out of the spin in the direction you wanted.

When you're learning, only when the car is straight again should you move the gearlever from reverse to second, lift the clutch and drive out of the turn. As you get the hang of it, you can do the change from reverse to second while the car is spinning. That makes the manoeuvre faster and more effective, and just requires practice. Training is useful, but there is no substitute for experience.

### STUNT 2: THE DRIFT

I'll be honest: drifting during a car chase is pointless. I know: shocking, positively shocking. Drifting is slow, which is not what you want to be when escaping a villain. I suppose you could argue that a smokescreen from the rear tyres could be handy, but the short of it is that drifting in car chases is standard operating procedure – boys with toys, pure and simple.

It's also the most straightforward of today's stunts and the one you'll see on the pages of this magazine every week. In a car such as a V8 Vantage, on the right tyres and a surface with lowish grip, there isn't a lot to it. You turn in at the 'right' speed, trailing the brakes into the bend to settle the nose. Too fast and most cars will understeer. Too slow and there isn't enough lateral load on the tyres to bring them near the limit of adhesion, unless there's lots of grunt.

## You could argue that a smokescreen from the rear tyres could be handy

The V8 Vantage has lots of grunt. A bootful of gas brings the rear around, which is crucial point number one. Too little throttle here and the rears will grip again; too much throttle and the car will spin, especially if you don't wind on opposite lock quickly enough.

What's helpful is that, at this point, the front wheels want to point in the direction of the car's travel. If you let go of the steering wheel as the back end swings around, usually it will wind on

its own opposite lock as the car pivots around the front wheels. You just catch the wheel again when you're at the right attitude, and then probably only wind on a few degrees yourself.

From that point, it's a case of staying confident on the throttle, playing it off against the steering to keep the car's attitude right. Quite straight and it'll speed up but might drive out of the slide; very sideways and it'll slow down but could spin.

Then comes crucial part number two: exiting →



Barden reckons Prior is "okay" at the art of drifting



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A breeze and foam darts mean few shots are on target

← the slide. As you straighten up, if you come off the throttle too much, or fail to wind off lock quickly enough, you'll be sent into a tankslapper. Applying more throttle as the car straightens, and accelerating out while gradually winding off the lock, is the most effective way. Barden thinks I'm okay at this. Flattery will get you nowhere, Barden – but don't stop trying.

### STUNT 3: THE DRIVE-BY SHOOTING

Drift Limits doesn't teach this. I'm sure I've heard somewhere that it's incredibly hard to fire a gun while driving, yet film stars apparently manage to blow out tyres with ease when they do it, so I'm keen to try it anyway.

There's always something a little bit serious about the end of a pistol. Unless that pistol is your

## I'm sure I've read somewhere that it's incredibly hard to fire a gun while driving

12-year old's Nerf gun. It seems safer to use foam darts (what did you expect, an exploding pen?). Barden has propped up a tyre in the middle of the skid pad to shoot through, the idea being I drift around it, and take aim and shoot when we're in line with it. Donut one-handed, look out of the window and take a deep breath. You only need one shot – make it count.

To be honest, it's a disaster. It's hard enough to donut two-handed and in any case, the breeze

wafting across the track is blowing my Nerf darts way off target. A straight shoot-while-you-drive might – just might – prove easier, but these are controlled conditions, there are no external distractions, the tyre's really close and still I'm scoring a bull's eye only once in every 10 attempts. Of course, I might just be an incredibly bad shot. Perhaps I need more practice at this. Or maybe – just maybe – I'd be better off in a car fitted with machine guns. **A**

## You, too, can be Matt Prior 003

Drift Limits, located at Bovingdon Airfield, near Hemel Hempstead, helps train stunt drivers, whether they're individuals or teams setting up specific stunts to practise. It runs customer driving experience days with a difference, too.

You can have a supercar experience – there's a Ferrari F430 Challenge and the Aston V8 Vantage we used, for example – but Drift Limits offers more than that. They want you to push yourself, so they provide drift experiences – starting with Mazda MX-5s and rising to BMW M3s – with the intention of you being able to leave at the end having held 60mph, third-gear drifts.

For more information, go to [driftlimits.co.uk](http://driftlimits.co.uk)





# LIVE AND LET'S

If you want to look like Bond but can't afford one of his Astons, don't worry: he also drove many cheaper cars, as **James Ruppert** explains

**T**here are priceless iconic James Bond vehicles – the Toyota 2000GTs and Aston Martin DB5s of this world – and then there are Leyland Sherpas and Citroën 2CVs. Yes, some Bond cars you can actually afford – models whose names you can drop into dinner party conversation as genuine, 24-carat Goldfinger motors that Jimmy Bond drove.

We have the light comedy years of Roger Moore to thank for some of the best alternative Bond-mobiles, so let's see what affordable oddities are out there. Their only

qualification is that Her Majesty's Secret Servant must at least have sat in the front.

## BOND'S FIRST

Dr No (1962) was the first Bond film, in which you can see Sean Connery rocking around the Caribbean in a pretty but effeminate Sunbeam Alpine. Still, at least it could outrun a hearse. Bond had a Mk2, but it doesn't matter; at least it wasn't an MG B, the car he drove in *The Man with the Golden Gun* (1974). Rusty barn-find Alpines are a few grand, but a tidy mid-1960s example is £8000-£10,000.

## YANK TANKS

The early '70s saw a series of US audience-pleasing appearances by muscle-bound American motors. Such cars are cheaper Stateside, of course, but the *Diamonds Are Forever* (1971) Ford Mustang Mach 1 you can buy there for £13,000-£14,000 will be worth at least £5000 more over here.

## BOND GOES FRENCH...

...but only for our amusement. After Roger Moore's Lotus Esprit expired, he went for a Citroën 2CV in *For Your Eyes Only* (1981). The great news is that you can buy one

that has been written off for around £3000. That will get an early to mid-1980s Dolly. Bamboo editions are up to £4000. Resist paying £7000 for a recent early 1970s import.

Finding a Renault 11 taxi like the one that appeared in *A View to a Kill* (1985), and which was quickly decapitated, is more problematic. Fortunately, you can still track down a 1.4 GTL for a few hundred.

## ITALIAN JOB

Baddies in Alfa Romeos (159 and 156) were a feature of *Quantum of Solace* (2008). Earlier, in *Octopussy* (1983), an Alfa GTV6 was clearly the

Ford Mustang Mach 1 is a diamond buy for around £13k in the US



Old 750iLs never die – they just get cheaper: £2500



The eyes have it: even a written-off 2CV will be £3000



Amazingly, a 1980s Alfa GTV would be a steal for £5995





# BUY



car to steal when Bond absolutely had to get to a circus, dress up as a clown and diffuse a nuclear device. Only Roger Moore could carry it off. Prices for GTVs have gone a bit classic car nuts and are five figures, which is okay if the rust has been banished. However, there are the odd ones for £5995 from the 1980s that are worth snapping up.

## **BOND GOES SHED 7**

There was the BMW Z3 in *GoldenEye* (1995) – heavy with gadgets in Q's lab but good enough only for a short commute to a bush airfield. You can drive like Pierce Brosnan for a grand,

enough to get you a 1998 1.9 Z3 – rather cheaper than the six-figure Z8 that was cut in half in *The World Is Not Enough* (1999).

That car followed the BMW 750iL in *Tomorrow Never Dies* (1997), properly gadgeted up with back-seat remote driving option. Obviously, a Shed 7 like the one I own is £500, but a good 750iL is £2500 and upwards these days.

## **BRITISH LEYLAND BOND**

It's unlikely BL's finest were Bond's first choice of transportation. In *Diamonds Are Forever* (1971) he borrowed a Triumph Stag which,

remarkably, managed to avoid overheating. Whatever Bond may have thought of the model, the Stag is one of the nation's most popular classics today. You can find tidy runners in the £6000-£8000 bracket, but fully sorted examples are £12k-plus and those in concours condition are beyond £20k.

The Leyland Sherpa in *The Spy Who Loved Me* (1977) belonged to Jaws, then Moore nicked it and Jaws retaliated by pulling off its shoddy panels. It went on to overheat like a Stag in the desert. Tidy pick-ups are £4000, but wrecks are just hundreds, if that.

## **007 REPMOBILE**

That would be the product placement occasion in *Casino Royale* (2006) when a Ford Mondeo 2.5 breezed into view. Daniel Craig could now buy a family-friendly 2008 2.5 Titanium hatch for £2500.

## **BOND ON THE BUSES**

There was a double-decker that Roger Moore took off route in *Live and Let Die* (1973), before losing the top half under a low bridge. It wasn't a Routemaster but an AEC Regent RT. Wrecks like the one in the film will be a few grand, but mint ones are £20,000-plus.



Like the engine, Stag prices are heating up: pay up to £20k



Could be hard to say no to a tidy Sunbeam Alpine for £8000



Not dead yet: an old AEC Regent RT can cost up to £20,000



Feel like Royale-ty in a Mondeo Titanium 2.5 for £2500



# Vauxhall Astra

Is it seventh time lucky for Vauxhall's British-built Focus fighter?

**MODEL TESTED** 1.6 CDTi 136 SRi Nav

● Price £21,480 ● Power 134bhp ● Torque 236lb ft ● 0-60mph 8.8sec ● 30-70mph in fourth 10.1sec  
● Fuel economy 55.1mpg ● CO<sub>2</sub> emissions 103g/km ● 70-0mph 44.9m

**P**ick four British motorists at random, seat them in a Vauxhall Astra and at least one should feel instantly at home. Such has been the success of this hatchback in the UK – fuelled by its unpretentious versatility and value for money for 36 years and six model generations now – that a quarter of all licence holders in this country have owned or regularly driven one, says Vauxhall.

The seventh-generation Astra goes on general sale this month. Underneath the revised styling, there's a great deal that's brand new about this car, from its platform to its engines, suspension tuning and more

**WE LIKE** Strong, frugal diesel engine ■ Grippy, direct handling ■ Spacious, well priced and well equipped



● Wheel line-up starts at 16in and finishes with 18s. These 17s are standard with SRi trim. Brake discs behind them are smaller on models with less powerful engines.



● Double chrome bar adds ritz to the front end and, flowing into each headlight unit, makes the car look wider. We're less convinced by the grille detailing.



● IntelliLux matrix LED headlights are optional on the Astra and have never appeared on a Vauxhall before. Each light has eight LED segments and decides which to use via a camera.



● 'Hand-clap' wipers – attached to the body at opposite corners of the windscreen and wiping in opposite directions – were a feature of the previous Astra. Unusual on a hatch.



besides. That's something we haven't been able to report about every 'new' Vauxhall these past few years. Perhaps most enticing, the car is up to 200kg lighter and £2200 cheaper than the outgoing one, depending on which model you're looking at.

Vauxhall parent General Motors appears to have gathered together all of its latest and greatest technology and thrown it at this car – as you'd imagine it might when replacing a model so crucial to its European fortunes. This is the first Vauxhall or Opel developed on GM's D2XX platform, announced in 2012. As you'll read, that platform has allowed



Sixth-gen Astra first appeared in 2009

space to be made inside while also eliminating weight and outward size.

GM's turbocharged 1.0-litre three-cylinder petrol engine lines up beneath an all-new 1.4-litre Ecotec petrol turbo from the same family.

The oil-burners are powered by the 1.6 CDTi 'Whisper Diesel' ushered into the broader Vauxhall range during the past 18 months.

Meanwhile, from active LED matrix headlights, through automatic crash mitigation and avoidance systems, to Vauxhall's latest IntelliLink infotainment set-up, Vauxhall hasn't held back on convenience or safety features, either.

Stand by to find out what rivals have to fear from this leaner, cheaper, better-equipped Vauxhall, then – and exactly how much more it offers the legions of British drivers whom it'll ultimately serve.

## DESIGN AND ENGINEERING



The styling of the sixth-generation Astra is quite a hard act to follow, but Vauxhall's designers have nonetheless succeeded in following it with something fresh, smart and attractive. The new car's wider and more impactful front grille and headlight treatment give it the vaguely upmarket air that it'll need to continue to sell alongside myriad premium-brand rivals. We're less convinced by the split C-pillar →

**WE DON'T LIKE** Firm, fidgety ride ■ Slightly undercooked feel to the controls ■ Styling is a mixed bag



● Rear lights look great; they're wider and slimmer than before and mirror the blade-shaped motif that has become a hallmark of Vauxhall's current design language.



● Vauxhall isn't alone in using a plastic C-pillar add-on to achieve the appearance of a floating roof. We're just not sure it really needed to. It's a fussy complication.



● Slim foglights are discreetly integrated into the rear diffuser panel design. When they're off, you simply don't see them. Clever stuff.



● Griffin emblem on the bootlid doubles as a chunky, easy-to-grab handle, keeping the panel as clutter-free as possible.





● USB and aux-in jacks are in the armrest cubby, so you can keep devices out of sight. Makes sense, given the good smartphone mirroring here.



● Two good-sized cupholders are differently shaped from each other to give you a better chance of a snug fit around whatever you put in.



● Leather steering wheel is a feature of Tech Line, SRI and Elite models, but cruise control is standard, even on entry-level Design trim.



## MULTIMEDIA SYSTEM

For Vauxhall, the important inclusion here is the OnStar system – a customer support and monitoring system long available in the US but making its UK debut in the Astra. This offers a range of advantages, not least the ability to speak to an OnStar advisor 365 days a year for assistance.

If the thought of contacting a call centre doesn't make you feel all warm and fuzzy, then the system's other main benefit – a 4G LTE mobile wi-fi hotspot – ought to. Offering

fast internet access for up to seven devices using the car's own SIM card (which is free to use for the first 12 months and £79 a year from then on) is a selling point currently unrivalled by any competitor.

To top it all, the latest IntelliLink infotainment system also includes both Apple CarPlay and Android Auto, making smartphone integration that bit more meaningful. Vauxhall's own menu system isn't as slick or as intuitive, but the firm's feature-heavy approach tends to override such niggles.



◀ design, which certainly delivers the impression of a floating roof but also looks like a tacked-on afterthought at close quarters.

Compactness undeniably contributes to the latest Astra's new-found visual appeal, though, the car having lost an inch or two on both overall length and height. GM's D2XX platform has allowed a substantial 77kg to be taken out of the all-steel body-in-white, while static torsional rigidity has been increased. And although the wheelbase and front and rear overhangs have been shortened, both passenger and boot space have apparently been improved.

The car's suspension remains a middle-ground compromise between cost, notional sophistication and packaging efficiency. At the front, MacPherson struts feature, with an aluminium strut carrier, a hollow steel anti-roll bar and a redesigned 'mass-optimised' lower control arm all saving weight. At the rear, Vauxhall continues with its torsion beam, which, combined with a Watt's linkage, allows for more precise wheel control and a softer-bushed, more fluent ride than a standard beam axle would grant, without the necessary complexity and packaging

intrusion of a fully independent rear end. The Watt's link itself is lighter than it was, and progressive-rate springs have been adopted. Altogether, 50kg has been saved from the car's rolling chassis.

Because fleet sales are expected to account for 70% of Astra sales, we've opted to test the mid-range 1.6 CDTi engine – and it looks a very competitive offering. Bringing with it 17in alloy wheels as standard, the SRi trim of our test car tipped CO<sub>2</sub> emissions over the 100g/km barrier. Buy this car in a more modest trim level, though, and it'll combine attractive sub-100g/km CO<sub>2</sub> with power, torque and performance levels that you'd need a bigger, less efficient engine to equal in most of the Astra's rivals.

In a departure from precedent, Vauxhall is declining to offer a sports suspension tune with certain versions of the Astra. Instead, it has opted for one particular spring, damper and torsion beam specification for each engine and bodystyle. The firm's Flexride adaptive damping system has not migrated downwards from the Insignia, either. But will either factor affect the breadth of the new Astra's dynamic ability? →

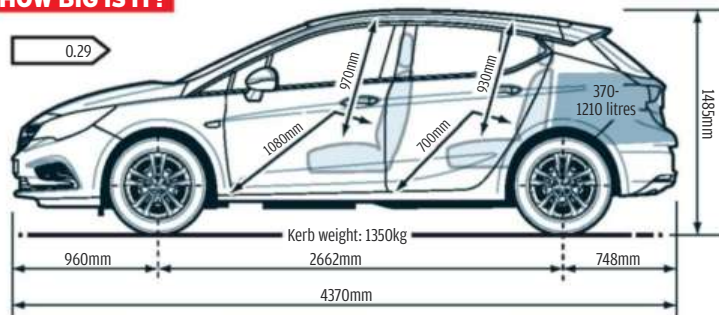


● Driving position is comfortable and leg room is sufficiently generous that few will need to slide the seat all the way back. Seats are comfy over long distances.



● In the back row, leg room is very good – on a par with the spacious Skoda Octavia's, in fact – despite the decrease in wheelbase. Head room is good.

#### HOW BIG IS IT?



#### VISIBILITY

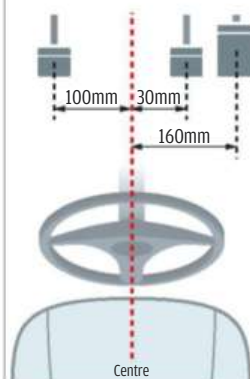
Very respectable. Pillars are sensibly sized and the seat grants plenty of upwards adjustment if you want it.

#### HEADLIGHTS

Adaptive LED lights are optional on all but top-of-the-line Elite models. Standard halogen lights are generally adequate.

#### WHEEL AND PEDAL ALIGNMENT

Touch of mushiness here, and the accelerator is a little far flung. But it's nothing you wouldn't get used to in time.



● Boot is deep, with the liner stuck to the metalwork and no false floor. Folding seatbacks split the wrong way for optimum right-hand-drive through-loading.



## INTERIOR



According to our tape measure, the new Astra is a credit to Vauxhall's enviable reputation for practicality, having two particularly roomy rows of seats and a sizeable boot. You'll find as much rear leg room here as in the revered Skoda Octavia and notably more than in a Ford Focus or a Peugeot 308. The back seats offer only two Isofix child seat anchorage points and there's none for the front passenger seat, but it's rare to find a third Isofix point in a compact hatchback. Leg room in the front is generous and the driving position is slightly raised but generally very sound. The boot offers more seats-down loading length and loading height than most of its rivals, too.

Vauxhall's attempt at upping the Astra's perceived cabin quality seems to have been made largely by

applying more flashy and decorative foils and trims to the fascia and door consoles. It's moderately successful. We'd argue there's more work to be done before this car's cabin has the substance, richness and tactility of a Volkswagen Golf or 308, but most who take delivery of a new Astra will be pleasantly surprised by the look and feel of what's in front of them.

The material quality of the car's primary switchgear is only slightly improved, but the hierarchy and clarity of the layout of the buttons on the centre stack are significantly better than before. By and large, your fingertip tends to find the function or adjustment it set out for easily. All of that high-gloss black and silver trim may look prone to grubby fingermarks, but most of it is placed out of easy reach.

We can also report that the Astra's seats are comfortable over long distances, its instruments and new colour trip computer are usable and clear and its cupholders are

cleverly sized. Its new IntelliLink infotainment system is also a big step forwards for both Vauxhall and the volume hatchback class (see 'Multimedia system', p60).

## PERFORMANCE



The likes of Honda and Mazda may have brought welcome punch and a smattering of pace to low-CO<sub>2</sub> diesel hatchbacks in the past few years, but most of them still smack of compromise on outright acceleration. This Astra doesn't. Its 1.6 CDTi engine trumps most of its rivals by around 20% on maximum power and torque while still being competitive on fuel economy and emissions – and that's one of the car's main selling points.

Against our timing gear, the difference is plain. The Vauxhall needs less than nine seconds to pass 60mph from rest. The equivalent

Ford Focus 1.5 TDCi we figured earlier this year took more than two seconds longer for the same sprint, and the Volkswagen Group's 1.6 TDI offerings suffer a similar disadvantage. For in-gear pulling power, the Astra's performance is just as impressive, its relative advantage being worth around two seconds from 30-70mph in fourth gear compared with the class norm.

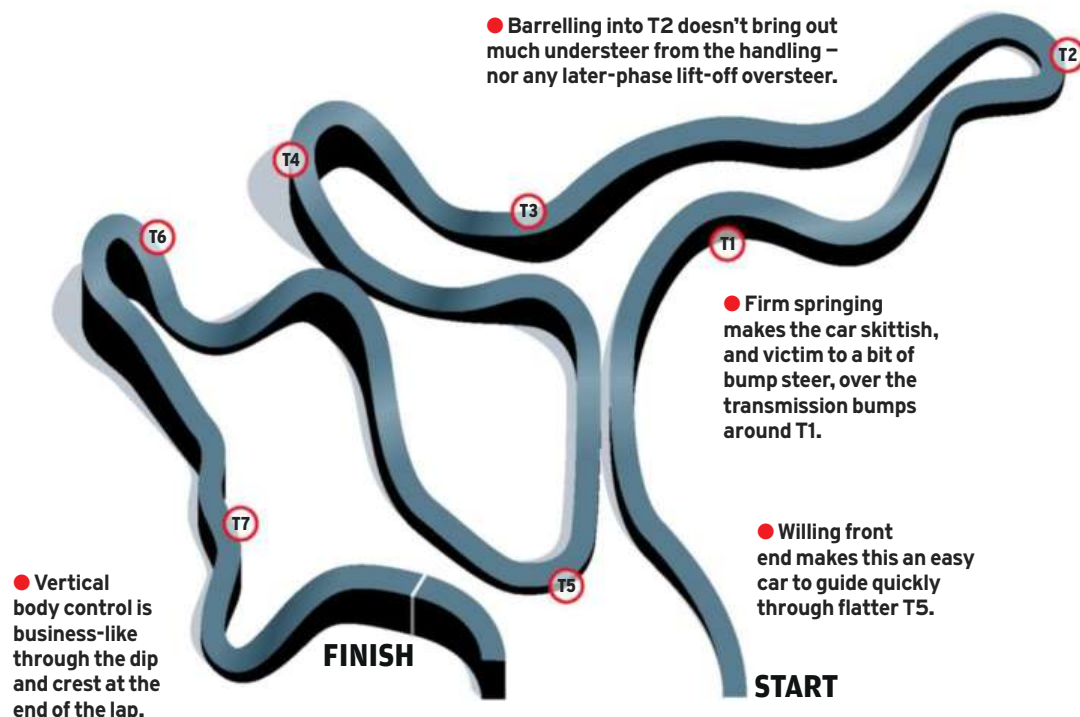
The Astra's engine isn't the quietest of its ilk, but it's smooth and fairly free-revving. The fact that its maximum torque allotment is available over such a slender band of revs doesn't seem to make much of a dent in the overall impression of vigour with which the car climbs gradients and gets up to speed. Responsiveness to the accelerator pedal is more than respectable, too. Most of the time, you'd swear this was a modern 2.0-litre diesel.

Braking performance is likewise strong – at least, it is on the 17in wheels and larger brakes that come

## TRACK NOTES

Vauxhall supplied us with an Astra well prepared for Millbrook's Alpine Hill Route. On standard 17in alloy wheels, it may have offered a little more lateral grip and slightly crisper steering than most Astra models bought in the real world. That said, there's more to a fine-handling hatchback than a big set of wheels – and the Astra's taut suspension and direct helm played their part, too, in what was a very agile and secure showing all round.

The Astra's firm, flat ride translates into a pleasingly immediate, roll-free turn-in, even when you hustle and harry the car into a tight bend. Mid-corner balance is very respectable but tuned more for stability than playfulness, so it's hard to engage the rear wheels in the car's cornering attitude. But as a result, the Vauxhall looks after its driver very well, even when the entry speed for a corner is over-estimated. The car's ESP feels reasonably mature and unintrusive, too.



## ACCELERATION

**Vauxhall Astra 1.6 CDTi 136 SRI Nav** (18deg, dry)

Standing quarter mile 16.8sec at 83.1mph, standing km 30.8sec at 106.5mph, 30-70mph 8.8sec, 30-70mph in fourth 10.1sec

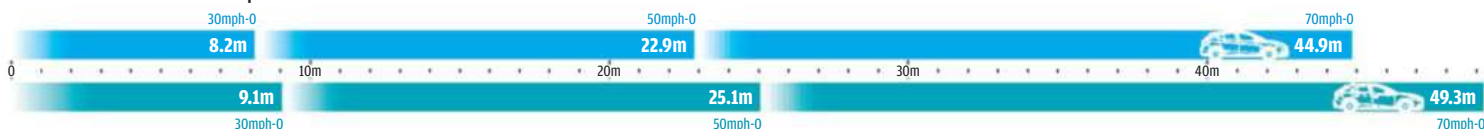


**Mazda 3 2.2 Skyactiv-D SE-L Nav** (6deg, light rain)

Standing quarter mile 17.3sec at 83.7mph, standing km 31.3sec at 105.6mph, 30-70mph 9.1sec, 30-70mph in fourth 10.8sec



## BRAKING 60-0mph: 2.55sec





A slightly firm ride is the consequence of its handling-led tuning



Even compared with the most driver-oriented cars in the class, the new Astra feels light on its feet

with this engine. Less powerful models have smaller front discs.

But we're taking half a star away from the Astra from what might otherwise be a perfect score on the basis that its controls could feel slicker and better matched on weight and positivity. Unlike the car's steering, which we'll come to, the Astra's clutch pedal feels light and a little vague in the way it manages the driveline. The gearlever's shift quality is likewise a bit springy and inconsistent in its action and feel, and the brake pedal has a small but noticeable dead zone at the top of its travel. Details like this make a telling difference to an otherwise run-of-the-mill hatchback with genuine driver appeal and blunt the edge of the Astra's dynamic allure.

## RIDE AND HANDLING

★★★★★

As far as keen drivers are concerned, the Astra's school report has had 'must try harder' writ large throughout it for most of the car's three-decade lifespan. There has been the odd dynamic highlight

– the Mk2 GTE and outgoing three-door GTC among them. But overall, driving an Astra has tended to lead you to conclude, over the years, that Vauxhall cares most about comfort, isolation, security and ease of use and hardly at all about precision and driver involvement.

Dispelling that impression may end up being the most significant legacy of this car, because no one could drive the new Astra and think its handling hadn't been carefully considered and intended to engage.

Even compared with the most driver-oriented cars in the class – the likes of the Focus and Mazda 3 – the new Astra feels light on its feet and keen to change direction. It's sufficiently firmly sprung to resist body roll well, sufficiently grippy at all four corners to encourage you to drive it with plenty of spirit and quick enough on the wheel to dive into corners with minimal effort.

A lack of genuine contact-patch steering feedback hardly seems a relevant criticism of a volume-selling diesel five-door now that there's hardly a car among the current crop that provides any, but the Astra's steering still seems oddly weighted

at times. It lacks the consistency and natural feel of some of its rivals, feeling light at first and weighting up a bit belatedly as you add lock.

So, too, is the new Astra's slightly hollow and occasionally fidgeting ride a minor shortcoming. Although a certain firmness over bad surfaces may be an inevitable consequence of Vauxhall's decision to go after a more involving driving experience with this car, it's apparent that the Astra's directness and responsiveness come from those firm springs and fairly hard bushings – and not from the clever damper tuning and close body control that has marked out the very best-handling hatchbacks of recent times.

But the headline news is clear: interested drivers may well like this Astra and be willing to put up with its foibles. Do not adjust your sets.

## BUYING AND OWNING

★★★★★

Owning this Astra promises to be both convenient and cost-effective – just as you'd expect of a Vauxhall. Our test car returned an average

of 55.1mpg for our True MPG testers, a result that only the most frugal diesel hatchbacks will beat in the real world.

The car's competitive pricing helps to keep its benefit-in-kind tax liability down, as does its low CO<sub>2</sub> output. And if saving money on your tax bill is of paramount importance, the forthcoming 108bhp Ecoflex model, with CO<sub>2</sub> emissions of just 82g/km, looks like it should be high on your shortlist.

Our SRi Nav test car, priced at a £970 saving compared with its immediate forebear, came relatively well equipped, with various active safety systems, sports seats, cruise control, DAB and sat-nav all fitted as standard. Dressing a Focus Zetec S up to the same equipment level makes it more expensive by more than £400. In fact, the Astra is available at a price to undercut almost all of its closest rivals – some by thousands of pounds rather than hundreds.

Add to that residual values that are expected by CAP to match those of the Focus and beat the Seat Leon's and you end up with a package with which it is hard to find fault. →



## VAUXHALL ASTRA 1.6 CDTi 136 SRI NAV

On-the-road price	£21,480
Price as tested	£23,465
Value after 3yrs/36k miles	£8575
Contract hire pcm	£247.07
Cost per mile	na
Insurance/typical quote	16E/£522

## EQUIPMENT CHECKLIST

Front, side and curtain airbags	■
17in twin-spoke alloy wheels	■
Sports seats	■
8.0in Navi 900 IntelliLink infotainment with sat-nav, smartphone projection, DAB and Bluetooth media streaming	■
OnStar personal connectivity and service assistant	■
Driving Assistance Pack inc lane departure warning, traffic sign recognition and crash mitigation	■
Cruise control with speed limiter	■
IntelliLux LED matrix headlights	£995
Parking pack	£595
Electronic climate control	£395
Options in <b>bold</b> fitted to test car	
■ = Standard na = not available	

## RANGE AT A GLANCE

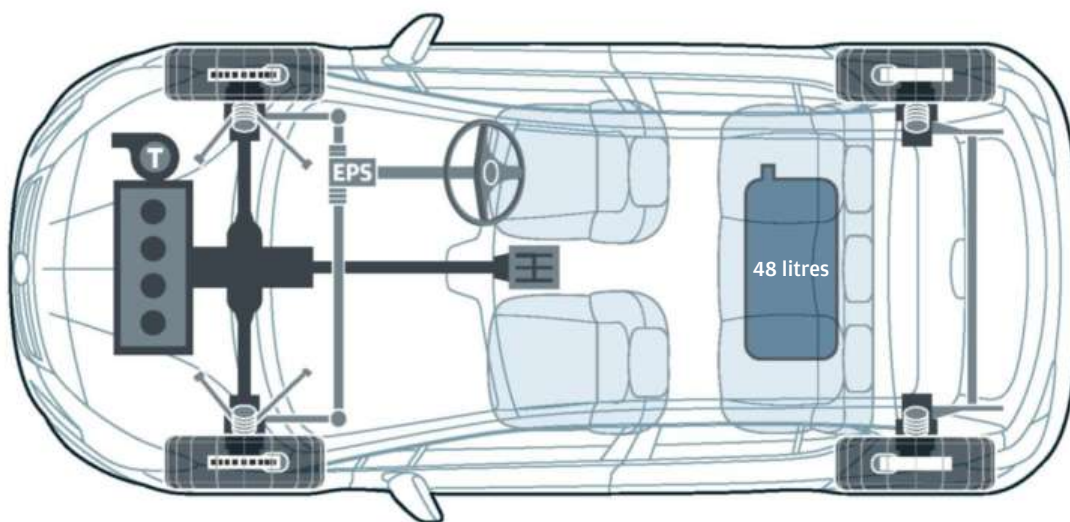
ENGINES	POWER	FROM
1.4i Design	99bhp	£15,295
1.0i Turbo Design	104bhp	£15,995
1.4i Turbo Design	123bhp	£16,045
1.4i Turbo Des'n auto	148bhp	£17,695
1.6i Turbo SRI	197bhp	£20,435
1.6 CDTi Design	108bhp	£16,995
1.6 CDTi Design	134bhp	£18,180
1.6 CDTi BiTurbo SRI	158bhp	£21,395

## TRANSMISSIONS

6-spd manual	■
6-spd automatic	£1320
(1.6 CDTi 136 and 1.4i 150 only; 1.0T 105 offered with 5-spd Easytronic robotised manual)	

## TECHNICAL LAYOUT

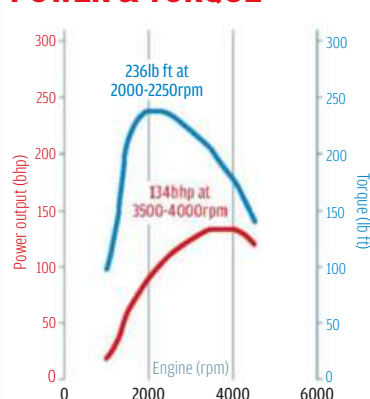
GM's latest D2XX platform allows for a 200kg weight saving in certain versions of the Astra, with 77kg saved from the body-in-white and 50kg from the suspension, which is independent up front and semi-independent at the rear, where a Watt's linkage augments the torsion beam set-up. The car is slightly shorter than before, with a narrower rear track.



## ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1598cc, diesel
Made of	Aluminium block and head
Bore/stroke	79.7mm/80.1mm
Compression ratio	16.0:1
Valve gear	4 per cyl
Power	134bhp at 3500-4000rpm
Torque	236lb ft at 2000-2250rpm
Redline	5000rpm
Power to weight	99bhp per tonne
Torque to weight	175lb ft per tonne
Specific output	84bhp per litre

## POWER & TORQUE



## CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1350kg/na
Drag coefficient	0.29
Wheels	7.5Jx17in
Tyres	225/45 R17, Michelin Primacy 3
Spare	Repair kit

## TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	1st 3.82/5.3 2nd 2.05/9.9 3rd 1.30/15.7 4th 0.96/21.2 5th 0.74/27.5 6th 0.61/33.4
Final drive ratio	3.65:1

## ECONOMY

TEST (TRUE MPG)	Urban	52.1mpg
	Extra-urban	58.2mpg
	Average	55.1mpg
	Urban	62.8mpg
	Extra-urban	80.7mpg
CLAIMED	Combined	72.4mpg
	Tank size	48 litres
	Test range	582 miles

## SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar  
Rear Torsion beam with trailing arms, Watt's linkage, progressive-rate coil springs

## STEERING

Type	Electro-mechanical rack and pinion
Turns lock to lock	2.8
Turning circle	11.1m

## BRAKES

Front	300mm ventilated discs
Rear	264mm discs
Anti-lock	Standard, with Brake Assist

## CABIN NOISE

Idle	47dB
Max revs in 3rd gear	77dB
30mph	64dB
50mph	67dB
70mph	71dB

## SAFETY

ABS, ESP, CBC, HSA, FBS  
Euro NCAP crash rating Not tested

## EMISSIONS & TAX

CO <sub>2</sub> emissions	103g/km
Tax at 20/40% pcm	£64/£129

## ACCELERATION

MPH	TIME (sec)
0-30	3.1
0-40	4.5
0-50	6.7
0-60	8.8
0-70	11.9
0-80	15.4
0-90	19.7
0-100	25.7
0-110	32.9
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

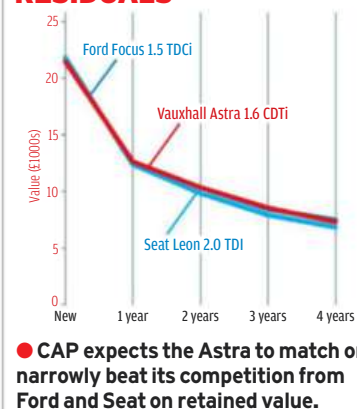
## ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th
20-40	2.6	4.1	7.8	15.4	-
30-50	-	3.5	4.8	9.0	10.2
40-60	-	4.0	4.7	6.3	8.2
50-70	-	5.1	5.3	6.4	8.6
60-80	-	-	6.3	7.0	9.4
70-90	-	-	7.8	7.0	11.0
80-100	-	-	16.4	19.7	-
90-110	-	-	-	-	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

## MAX SPEEDS IN GEAR

27mph 5000rpm	78mph 5000rpm	127mph 4619rpm
1	3	5
2	4	6
50mph 5000rpm	106mph 5000rpm	127mph* 3807rpm
		*claimed
RPM in 6th @ 70/80mph = 2096/2395		

## RESIDUALS



THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Astra, contact Vauxhall Motors Customer Care, Griffin House, UK1-101-135 Osborne Road, Luton, LU1 3YT (0800 026 0034, vauxhall.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

**AUTOCAR ROAD TEST**  
Read all of our road tests [autocar.co.uk](http://autocar.co.uk)



# Vauxhall Astra

## AUTOCAR VERDICT ★★★★★☆

Not just another humdrum Astra; punchy, practical and good to drive



**T**he new Vauxhall Astra's strengths are many, varied and, crucially, deserving of the attention of the interested drivers who may have overlooked the car in the past.

General Motors deserves as much credit as we can give for grasping the nettle with this car. Although it may be broadly unassuming to look at and remains as relatively practical, unpretentious and well priced as ever an Astra has been, this car isn't just more of the same. In as-tested form, it has an outstanding diesel engine and agile handling, while its infotainment and safety technologies provide selling points you might not expect from an old, mass-market brand.

On refinement, material quality and dynamic maturity, the Astra's working-class roots show through a little more and yet, for us, none of its shortcomings is serious enough to deny the car a top-three class ranking. Vauxhall's British-built hatchback is a contender once again.

### TESTERS' NOTES



**MATT SAUNDERS**  
Vauxhall's OnStar connectivity comes with SRi trim and above. Much as I like the 4G wireless access, the most important element of the set-up to me is the privacy button.



**NIC CACKETT**  
The manual gearbox's less than satisfying shift action isn't helped by an indecently big gearknob, which, if your hands are as modestly sized as mine, leaves you feeling a little like a toddler holding a cooking apple.

### SPEC ADVICE

Tech Line offers the best value for fleet drivers but won't be promoted through retail channels, so expect other trims to be better value if buying privately. Worthwhile options are parking sensors (£450), LED headlights (£995) and metallic paint (£545).

### JOBS FOR THE FACELIFT

- We like the new-found sharpness, but calm the ride if you can.
- Spend less on the decorative trims and more on the background plastics in the cabin.
- Improve the shift quality, pedal feedback and steering feel.

### AUTOCAR ROAD TEST TOP5

MAKE	1st	2nd	3rd	4th	5th
<b>Model</b>	<b>VOLKSWAGEN</b> Golf 1.6 TDI 110 GT	<b>FORD</b> Focus 1.5 TDCi Zetec S	<b>VAUXHALL</b> Astra 1.6 CDTi 136 SRi Nav	<b>SEAT</b> Leon 1.6 TDI SE	<b>MAZDA</b> 3 2.2 Skyactiv-D Sport Nav
<b>Price</b>	£23,410	£21,045	£21,480	£19,400	£22,545
<b>Power</b>	108bhp at 3200rpm	118bhp at 3600rpm	134bhp at 3500-4000rpm	108bhp at 3250rpm	148bhp at 4500rpm
<b>Torque</b>	184lb ft at 1500rpm	199lb ft at 1750rpm	236lb ft at 2000-2250rpm	184lb ft at 1750rpm	280lb ft at 1800rpm
<b>0-60mph</b>	10.5sec (claimed, to 62mph)	10.9sec	8.8sec	10.5sec (claimed, to 62mph)	9.0sec
<b>Top speed (claimed)</b>	121mph	120mph	127mph	121mph	130mph
<b>Fuel economy (combined)</b>	74.3mpg	74.3mpg	72.4mpg	74.3mpg	68.9mpg
<b>Kerb weight (claimed)</b>	1354kg	1343kg	1350kg	1335kg	1470kg
<b>CO<sub>2</sub>/tax band</b>	101g/km, 18%	98g/km, 17%	103g/km, 18%	99g/km, 17%	107g/km, 19%
<b>Verdicts on every new car, p78</b>	Still the benchmark. Unique balance of premium and proficiency. Priced accordingly. ★★★★★	May not have the old sparkle but drives with an impressive sense of completion. ★★★★★	Quick, responsive and a world away from where it was. Good enough to sell like hotcakes. ★★★★★	Seat's Golf is handsome and decent to drive. Not better value than the Vauxhall. ★★★★★	Plugs away nicely, but Astra's ascent shows how rewarding a family hatch can now be. ★★★★★



## LETTER OF THE WEEK

### The unstoppable pace of progress

Having just bought a 2014 Ford Focus Titanium X with the 1.0-litre three-cylinder 125bhp engine, I thought I would compare it with my father's 1.0-litre Ford Anglia from the early 1960s.

The 2014 engine is three times more powerful, has more than twice as much torque and is about 50% more fuel efficient. It has six gears instead of four and does 0-60mph 15 seconds quicker! Well done, Ford. That's what I call progress.

**John Viveash**  
via email



#### WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

#### BETTER LATE THAN NEVER

Congratulations to today's Porsche (the company) for beginning to catch up with Ferdinand Porsche, albeit 115 years late. His petrol hybrid of 1900 had an electric motor in each wheel. I doubt whether our big car makers are as modern, forward-looking and innovative as they would like us to think – except in the money bags department.

**Roderick W Ramage**  
Coppenhall, Stafford

#### ACTIVE REPORT

I am following with interest your reports on the BMW 220d Active Tourer long-term test car.

I purchased a similar-specification vehicle at the end of April this year. Mine is an ex-demo xDrive M Sport model with an automatic gearbox. It doesn't have the Technology Pack but does have the upgraded sat-nav and LED headlights.

An interesting point about the live traffic information is that if I park in a layby on an empty road while listening to the radio, the map display will, after about 15 minutes, show that there is a traffic jam on the road. This would seem to indicate that the traffic data is obtained from only BMW vehicles...

I am very pleased with the vehicle but miss some of the equipment I had on my Ford Mondeo Titanium X. The most missed items are the front parking sensors and electrically heated screen.

In my 6000 miles with the car, it has averaged 47.7mpg overall – 46mpg driving locally and 51.5mpg on a long run.

The A-pillar blindspot is worrying at first but you soon learn to look around the pillar when approaching roundabouts or angled junctions. This car is a real BMW and I thoroughly enjoy driving it.

**Steve Groves**  
Newbury, Berkshire



Adaptive headlights are great, at a cost

#### LIGHTER WALLET

It is likely that anyone who has driven behind adaptive headlights will be deeply impressed by them. They are a wonderful feature and night driving with them becomes a much easier and safer experience. I did not choose them but bought a car with them already fitted and was immediately a convert.

However, a few days ago, an errant pheasant with poor guidance control rearranged one of my car's lights, which

as a consequence had to be replaced. There was no other damage, so I could hardly believe the estimated repair cost of almost £1200, of which the actual cost of the unit was £900. Having had a long period of zero insurance claims, I had thought I would cover the cost for less than my excess, but this was obviously not the case.

When replacing my current BMW 320, I will have to think very carefully about buying a car with this desirable but seriously costly option.

I didn't even get the deceased pheasant as a consolation.

**Roger Tagg**  
Farnsfield, Newark

#### TIMES ARE CHANGING

In reference to 'Pump Up the Volume' (Autocar, 16 September), the result of the comparison between the Mercedes-Benz E-Class and Skoda Superb confirms

#### AUTOCAR

What you're saying on autocar.co.uk

### Mazda pursuing rotary tech

Mazda has yet to overcome the seemingly impossible task of making a rotary engine acceptably clean and economical.

**LP in Brighton**

Instead of beating their heads for another 50 years, why don't they explore new ideas?

**Moparman**

I don't see Mazda bringing back the RX-7 on rotary power alone. It would probably be a



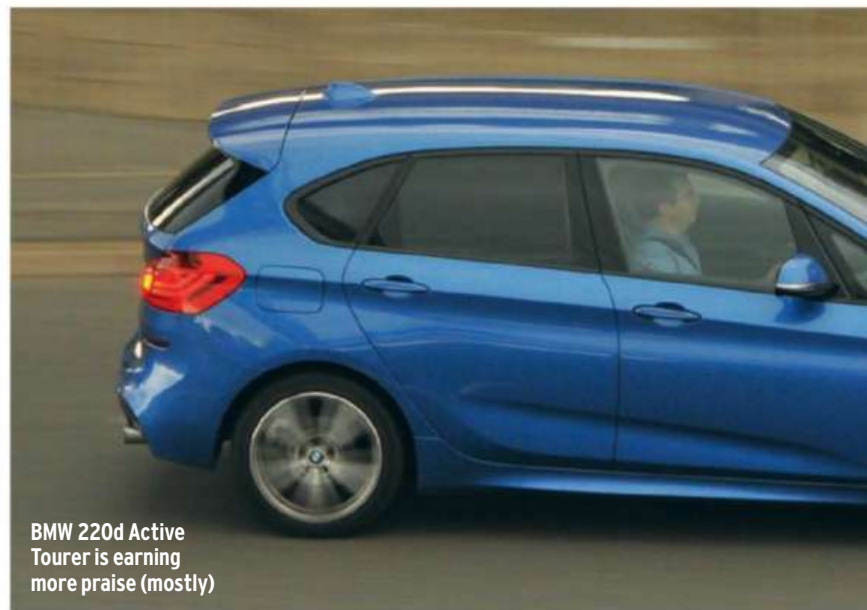
rotary-electric hybrid.  
**Cyborg**

It has to be a hybrid – no other way for the rotary to live on.

**Driving**

Audi has looked at using one as a range extender. Mazda's rotary experience may be pushing it in the same direction.

**Andy\_Cowe**



BMW 220d Active Tourer is earning more praise (mostly)





Skoda and Mercedes: the gap between them has shrunk markedly

just how the car industry has changed.

Less than three decades ago, any Mercedes-Benz, from a basic carb-fied 190 to a fully loaded S-Class, was reserved for our society's elite, and the most expensive highest-specification Skoda was nothing more than the butt of cheap jokes and a subject of ridicule.

Your article suggests that although the Mercedes is still the car of choice, the two brands are now practically rivals. I suspect that this situation has arisen as a result of massive changes in the car-buying public's expectations as well as in the evolution of the automotive industry.

Either way, I can't help thinking that a Mercedes will always be a premium product that will serve its owner for life, whereas the appeal of a new Skoda will wear off as soon as the latest registration suffix changes.

**Peter Ciesielski**  
via email



#### NOT IN THE CLUB

Robert Hamilton wonders why Mini persists in using twin rear doors on its Clubman model (Your Views, 16 September). Well, it is down to continually desperate attempts by Mini and owner BMW to link the modern Mini range with the original Mini.

It would be more appropriate to fit the twin rear doors to the Countryman model or suffix the Clubman name with 'estate' but, then again, how can the new Clubman be a Clubman without a 'Clubdoor'? That's the problem with making up history: it always trips you up.

Having read a few books about the original Mini, I don't think there is anything about the modern Mini that would please Sir Alec Issigonis: poor space efficiency, style over function and repositioning Mini as a luxury brand, as opposed to basic transport for the masses. The modern Mini is a poor imitation of the original.

**Duncan Finlayson**

via email

*I suspect Issigonis would be happier that the brand is flourishing rather than defunct – MB*

#### ILLUMINATING STUFF

I have lost count of the number of cars with no rear lights on at dusk or night, but when you overtake, their front daytime running lights (DRLs) are on.

Since February 2011, European legislation has required dedicated DRLs on all new cars. Because dashboard lights are on all the time, some drivers don't realise that their headlights are off but the DRLs on. Or they know they're on but don't realise the rear lights are off.

Legislation should change to require front and rear DRLs on all new cars or change all new cars to automatic lights, such as those used by Porsche.

**J Record**  
via email

# NEXT WEEK

Inside the magazine – on sale 7 October

## ROAD TEST



**Zenos E10 S** How engaging is Norfolk's newest driver's car? Our experts find out



## COMPARISON

**New Astra vs rivals**

Vauxhall's new family hatch takes on the Ford Focus and Seat Leon



## TECH INSIGHT

**Land Rover's EV tech**

The British brand's vision of an electric and hybrid future laid bare

## MOTORSPORT



**On the BTCC pitwall** What happens in a touring car team on race day? We join in

CONTENTS SUBJECT TO CHANGE



# OUR CARS

A week in the life of Autocar's fleet

AUDI TT	BMW ACTIVE TOURER	BMW M4	CITROËN C4 CACTUS	FIAT 500X	FORD FOCUS	FORD MONDEO	HYUNDAI i20	KIA SOUL EV	LAND ROVER DEFENDER
Stan Papior	John Bradshaw	Dan Trent	Lewis Kingdon	Michele Hall	Tim Dickson	Luc Lacey	Jim Holder	Hilton Holloway	Matt Prior



## Kia Soul EV

**FINAL REPORT** Nine months of use in and around London have highlighted the advantages and compromises of running Kia's first EV as your everyday motor

**M**y first drive of the Kia Soul EV took place on Jeju island, a World Heritage Site off the south coast of South Korea. The point of the long-haul trip was that Jeju is developing a 'smart grid' electricity supply, which uses live information about demand by consumers to adjust the output of power stations.

So hats off to Kia for pointing out what most fans of electrically powered vehicles won't: if half the people in

your street or village had an EV, you couldn't all use your normal household appliances and charge the vehicles at the same time.

The lithium ion polymer batteries, which weigh a substantial 274kg, are mounted under the Soul's modified floorpan and, at the model's launch, were claimed to have a greater energy density than rival batteries at 200 Watt hours per kilogram.

The Soul also gets a Kia-developed

heat-pump heating and ventilation system. It uses a heat exchanger to extract heat from the surrounding air and from the control systems that manage the power flow from the battery to the electric motor.

This set-up is intended to make much lower demands on battery power when the cabin needs to be heated or cooled. And the upshot of all this is a claimed 60-mile range in the depths of winter and as much as 132 miles in the summer.

Because the southern UK doesn't quite have the significantly sub-zero winters of some places in the world, these predictions proved to be pretty much on the ball. The Soul's on-board range estimator also seemed to be impressively accurate.

Looking back through my notes, it is remarkable how the ambient temperature affected the Soul's range. In the depths of the 2014-2015 winter, fully charging the Soul EV during the

LOVE IT



### INTERIOR

Well constructed from good-quality materials. Decent-quality sound system, too.



### HEATING

A sophisticated system. It has a driver-only setting, and there's heating for the steering wheel and seats.



### POWERTRAIN

Typically refined and punchy electric performance, with highly impressive 0-35mph pace.

LOATHE IT



### PACKAGE

Why use the Soul as a basis for an EV? Perhaps a Venga EV would have had sharper looks and extra versatility.



### BOOT SPACE

Proportionally, too small compared with overall cabin space and much of it is used by charging cable storage.



LEXUS  
NX300H

Mark Pearson

MAZDA  
CX-3

Mel Falconer

MAZDA  
MX-5

Matthew Burrow

MCLAREN  
650S  
SPIDER

Mark Tisshaw

MERCEDES-BENZ  
E-CLASS ESTATE

Andrew Frankel

PORSCHE  
PANAMERA

John McIlroy

RANGE ROVER  
SPORT

Steve Cropley

RENAULT  
MEGANE  
TROPHY

Matt Prior

RENAULT  
TWINGO

Matthew Burrow

SEAT  
LEON  
X-PERIENCE

Mark Tisshaw

SKODA  
FABIA

Tom Webster

SKODA  
OCTAVIA

Matt Burt

SUZUKI  
CELERIO

Steve Cropley

VOLKSWAGEN  
GOLF R

Allan Muir



Hilton found the Soul EV a pleasing car to drive in town



Some of us liked this colour scheme better than others



Full charge gave a range of 70 to 100 miles



Available boot space could be challenging

day would result in an indicated range of no more than 70 miles. However, during late April and early May, the indicated range from a full charge had climbed up into the 80s.

During May, the dashboard finally indicated 97 miles and by the end of that month, switching the car in the early evening, I saw 100 miles of range flash up on the display. The best estimate came on the evening of a warm 11 August, offering a 116 miles of range.

I think it's worth logging all that, because if you are contemplating living with an EV, the weather will be one of your biggest ownership considerations. But – and this is important – the Soul's up-to-the-minute heating system isn't a significant drag on range in winter.

Even better, the lack of an internal combustion engine (the cabin of a conventional car is significantly affected by the engine's waste heat) means that the cabin is much less warm on a summer's day. That, in turn, means the air-con needs to be

## When living with an EV, the weather is one of your biggest ownership considerations

deployed on only the most blisteringly hot of days, saving energy.

Our Soul EV may have looked a little clownish in this particular colour scheme – the white wheels are surely a step too far – but it possessed the 0-50mph on-road characteristics of a serious driving tool.

When started up, the car defaulted to Eco mode. This is supposed to encourage energy-efficient, restrained driving. But even in Eco, the Soul was very quick and very nimble in the cut and thrust of heavy traffic.

One of the greatest things about having the wheels driven by an electric motor is not just the instant torque but also the ability to meter out the thrust with satisfying accuracy. If you're familiar with using an electric drill, you'll know what I mean.

Having 'owned' a first-generation Nissan Leaf for 12 months and driven many other battery-powered cars, I find it ironic that they are not at their most efficient in very heavy city-centre traffic. It's actually the more free-flowing and undulating roads of the suburbs and more rural areas that suit the EV powertrain better. Endless traffic lights and flat roads leave little scope for preserving the battery and using the regenerative braking to harvest what would otherwise be waste energy.

In short, the Soul EV is a supreme car for local daily use. It's swift, refined, comfortable and fantastically easy (and pleasurable) to drive. But ownership also means being able to park it up and charge it overnight.

Although initially expensive, the likely

## TEST DATA

### KIA Soul EV

#### TEST STARTED 1.12.14

Mileage at start 95

Mileage at end 2765

#### PRICES

List price then £24,995 (inc government grant)

List price now £24,995 (inc government grant)

Price as tested £24,995

Dealer value now £19,500

Private value now £18,000

Trade value now £17,000

#### OPTIONS

None

#### CONSUMPTION AND RANGE

Battery 27kWh

Test average 88 miles indicated per charge

Test best 116 miles indicated per charge

Test worst 69 miles per charge

Real-world range 70 miles in winter, 100 miles in summer

#### TECH HIGHLIGHTS

0-62mph 10.8sec

Top speed 90mph

Engine Interior permanent magnet synchronous motor

Max power 109bhp at 2730-8000rpm

Max torque 210lb ft at 0-2730rpm

Transmission Single-speed reduction 'box

Boot 281 litres

Wheels 16in, alloy

Tyres 205/60 R16

Weight 1565kg

#### SERVICE AND RUNNING COSTS

Contract hire £384 per month, private, 10,000 miles pa, 36 months

CO<sub>2</sub> 0g/km

Service costs None

Fuel costs Full charge in London area (daytime) £2.73, full charge in London area (night-time) £1.46

Running costs incl fuel £81.90 daytime charge, £43.80 night-time charge

Depreciation £7000

Cost per mile 3 pence

Cost per mile inc dep'n £2.60

Faults None

#### PREVIOUS REPORTS

24 Dec 2014, 7 Jan 2015, 4 Feb, 18 Feb, 11 Mar, 1 Apr, 6 May, 27 May, 24 Jun, 5 Aug

longevity of an EV (it is significantly less complex than a conventional car) and the very low cost of overnight charging mean that a car like the Soul should be seen as a second-car investment that's costed over a decade.

I say that because, currently, monthly leasing is expensive. Arguably, the Soul EV is a second car for the more affluent or a primary car for the more affluent but lower-mileage driver.

I doubt you'd get bored with driving it, but owning a pure-battery car will remain something of a financial and lifestyle commitment.

[hilton.holloway@haymarket.com](mailto:hilton.holloway@haymarket.com)



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# Range Rover Sport

**Mileage | 22,750** Family holiday in northern France prompts an interesting conclusion

The best way to really get to know a car is to drive it. Then drive it some more. And then throw some inconsequential family life at it... before driving it some more. So from London to Paris we went, in a single stint, before rolling gently around the French capital for a few days and then heading north up the coast to the beach, where we made innumerable short journeys and a couple of long ones, before packing up and heading home.

The conclusion? The Range Rover Sport is an effortless companion. It swallowed our luggage, conveyed us in comfort and returned respectable mid to high 30mpg figures no matter how I drove it, in town or on the autoroutes. On the longest journeys, I barely broke a sweat. On the shortest, we swept along almost without a care in the world.



Range Rover Sport is adept at accommodating the daily demands of a young family



Response to the throttle pedal is tardy

On this basis, I'd happily declare the Sport all the car a family of four – including two sub-eight-year-old children – could ever need, particularly if you are inclined to like a soupçon of status thrown into your daily motoring. Perhaps it's a British mindset (or just mine), but there's something about being in any Land Rover or Range Rover product that makes you feel good without making you look like you feel the need to shout about it (unless you opt for a garish paint job or an awful customisation job).

However, one thing I never got comfortable with was the lag in response from pressing the throttle to something actually happening. From a standstill, it could be alarming, and it was frustrating on the move. There's work to be done there, clearly.

I also question whether the Sport is a car you can fall in love with. It's admirable in many ways, but it also fits so easily into everyday life that I must confess I found it easy to take for granted. I wouldn't look at it and admire it for any great length of time, for instance, or long for a chance to drive it.

It's all the car you could ever need, then – but perhaps not all the car you could ever want.

**jim.holder@haymarket.com**

## Range Rover Sport SDV6 HSE Dynamic

**Price** £66,250 **Price as tested** £70,975

**Economy** 32.8mpg **Faults** None **Expenses**

New rear tyre £238.50 **Last seen** 2.9.15



# Seat Leon X-Perience

**Mileage 7621**

Every other new car seems to be an SUV or a crossover (hang on, aren't they just the same thing?) these days. But I'm finding the jacked-up estate that is the Leon X offers many of the benefits of an SUV and then some in a more discreet way.

Take the driving position. It does feel subtly higher than in a standard estate car, allowing for a more commanding view of the road without screaming 'look at me' in the way an SUV does.

That's in part down to the extra ground clearance of the Leon X, something that has been more than

useful in attacking steep driveways, speed bumps and even parking on kerbs. These are SUV traits, of course, but in a more understated estate car.

The laws of physics also get in the way of being able to throw an SUV into corners without it rolling around, but in the Leon X? It corners true and flat, enough to raise the occasional smile.

Smiles have not been raised when using the touchscreen infotainment system, though. There's nothing wrong with the features it has or the speed at which it operates, but rather the way you actually operate it: the touching.

You have to take your eyes off the road to line up what you want to select, but by the time you've got there, the motion detector has kicked in and thrown up several different buttons to select. It's distracting and means you have to line up your finger again in order to find what you want.

Before the Leon X, I had a Mini Cooper for a year. Its infotainment system was operated by a BMW iDrive-based rotary controller, a far more intuitive system

that prevents you from having to both look at what you want to select and line up your finger to do it.

Still, in the Leon X you can control most of the key functions using the steering wheel buttons that link up to the colour screen in the middle of the instrument cluster. Much safer.

**mark.tissaw@haymarket.com**

## Seat Leon X-Perience 2.0 TDI SE Technology

**Price** £26,370 **Price as tested** £28,285

**Economy** 48.9mpg **Faults** None

**Expenses** None **Last seen** 2.9.15



Operation of the infotainment can frustrate



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### REPRESENTATIVE EXAMPLE: Mitsubishi Outlander PHEV GX4h

On The Road (OTR) Price	£29,000.00
Customer Deposit	£8,700.00
Monthly Payments	£299.00
Option to Purchase Fee (inc in final payment)	£10.00
Final Payment (GFV)	£12,452.00
Total Amount of Credit	£20,300.00
Total Amount Payable	£31,916.00
Duration of Agreement (mths)	37
Representative APR	5.9% APR
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**510 MILE  
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1. The Alternatives PCP finance plan shown above is only available to customers aged 18 and over, subject to status only through **Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY**. Finance Mitsubishi is part of Lloyds Banking Group. Alternatives figures are based upon an annual mileage of 10,000, excess mileage will be chargeable. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & I.O.M) and may be withdrawn at any time. Offer available between 27th June to 28th September 2015. 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. 32 mile EV range achieved with full battery charge. 510 miles achieved with combined full battery and petrol tank. Actual range will vary depending on driving style and road conditions. 5. CO<sub>2</sub> Emissions: 44 g/km.



## THE LOG BOOK

**Citroën C4 Cactus**

**Mileage 5826 Last seen 26.8.15**  
Citroën has pared down the Cactus in a few areas, to keep costs and weight down. Case in point: the rear side windows pop out, instead of winding down. If you're sitting up front, this isn't a problem. Rear-seat passengers have occasionally found it an annoyance, though, and I suspect those with families could find it even more frustrating. **LK**

**BMW M4**

**Mileage 7695 Last seen 26.8.15**  
I'm not a huge fan of stop-start systems, but the M4's is especially annoying because, to make it work, you have to sit there with your foot on the brake, dazzling the car behind you. Try to do the decent thing – go into neutral and put the handbrake on – and the damned engine starts up again. Turning the system off is now embedded in my pre-flight button-pressing ritual. **DT**

**Ford Mondeo**

**Mileage 9280 Last seen 19.8.15**  
After being side-swiped by a lorry on a roundabout, the Mondeo looked to be in a bad way. It's now with Ford to have its nearside doors replaced. In the meantime, Ford has lent me a Focus Estate. This has made me appreciate the range of adjustment in the Mondeo's driving position, as I can't get the steering wheel as close as I'd like in the Focus. **LL**



# Lexus NX300h

**Mileage | 8410** Our petrol-electric SUV is proving usefully practical, but it has its flaws

**S**ix months in and our Luxo-Prius still has me a little confused. On the one hand, this well-equipped and beautifully assembled car offers a near-silent low-speed urban experience that none of its diesel-engined rivals can match. On the other hand, it crashes too heavily into UK road ruts and its fuel economy is a source of concern.

My colleagues here seem to agree. They rush to borrow the Lexus, attracted by its sharp styling and luxurious interior, and then express doubts about its ride quality and unusual gearbox when they return.

I still admire it for eschewing the diesel route, but that hybrid tech adds weight and its economy is still raising eyebrows; I'm averaging only 32.6mpg overall. However, on a trip to the Goodwood Revival, the dashboard readout displayed 46.4mpg, a new record for me. Heavy traffic on the A3 and those lovely roads that meander down to Goodwood meant that I seldom topped 50mph, and this obviously suited the languid nature of the NX.

Not that it's a quick car, anyway, either in a straight line or around a corner. Stick it in Sport mode and the throttle response is more immediate, but the resultant increase in engine din



Wheel looks smart, but the rim is too thick for comfort and its weighting is too heavy

under acceleration doesn't encourage you to keep it in that mode for long.

The steering, although reasonably geared, is unusually heavy and predictably anodyne. It's certainly not a car in which our road testers would choose to barrel into a corner and out the other side at some crooked angle to the direction of travel, as is their wont.

Matters are made worse by the handsome, electrically adjustable steering wheel, which adjusts for both reach and rake and can be heated on a cold day but whose rim is unusually thick, emulating that of a sports car (which it certainly is not). This, combined with the heavy steering, makes three-point turns much more of an effort than they should be.

However, Luxo-Prius is a great utility vehicle, even if it is not an SUV. By folding down the rear seats and sliding the front passenger seat as far forward as possible, I've squeezed

a single mattress into the car. Our photographers often hang out of its rear tailgate while snapping cars, too, and the young blades in the office like to transport their bicycles around in it.

The 360deg Panoramic View Monitor makes parking a doddle. When you're reversing, it displays a bird's-eye view of the car and its surroundings on the multimedia screen, as well as the normal picture from the rear-view camera.

I'm not sold on the touchpad that comes as standard on our top-spec Premier trim, though. You direct an arrow across the multimedia screen using your finger on the pad, but it's too easy to hit the wrong icon. An easier-to-use rotary dial controller is offered on lesser trim levels of the NX but not on this one, a decision that has also left me confused.

[mark.pearson@haymarket.com](mailto:mark.pearson@haymarket.com)

**Lexus NX300h Premier**

**Price** £42,995 **Price as tested** £44,640  
**Economy** 32.6mpg **Faults** None  
**Expenses** None **Last seen** 12.8.15



Single mattress was coaxed in after some seat shuffling



# DEALS

Bargain new  
and used motors

## Hatch a cunning plan for just £3k

Hatchbacks dominate the used car market, and you can get something sensible (or fast) for just £3000, as **James Ruppert** reports



A report has emerged suggesting that used car market values have reached record levels. Maybe they have. Maybe they haven't. But does it really matter? The bottom line for used cars is that they are cheaper than new ones and depreciation is no longer the biggest cost or worry.

It's a very dry, numbers-led report. And the trouble with reports that comprise just figures is that they are deeply boring. Why quote a percentage when "mostly Vauxhall Corsa" would be a far more engaging and illustrative way to describe a section of the market. So let's have a go at spicing up something that could otherwise be quite dreary.

There are loads of used cars about, and the most popular are hatchbacks,

a fact that you may well have guessed anyway. That means the used market largely consists of Corsas, Ford Fiestas, Vauxhall Astras and Ford Focuses. That's a good thing; they're all brilliantly practical cars and there's lots of choice.

Right now, I would shop with a wallet containing £3k to bag a family-friendly runabout. That will secure a one-owner 2005 Fiesta 1.4 Style, but wouldn't a 2005 Focus 1.6 Zetec Climate be far better? Then again, the Corsa blows that Fiesta away, because you can get a 2008, one-owner 1.2 Design for the same money. The equivalent Astra beats the Focus, too, because I'm going to forget about being sensible and plump instead for the added pace of a full-history 2006 1.8 SRi Astra.



Older cars like the S3 are tempting buys

Apparently, used cars are getting older and we like that trend. Obviously, older cars are great value, as those Ford and Vauxhall examples prove. Go older still and £3k can get you a 2001 Audi S3 with a guarantee of recent cambelt work and all sorts of stamps in the service book. What could possibly go wrong? That is, of course, the fun of buying something else, a fact that these dry market reports completely miss.

**Price dictates what you buy, but quite often the choice is amazing, as the 14-year-old Audi S3 shows**





**P74 James Rupert**  
**Used car expert**



**P76 Matthew Griffiths**  
**Deals expert**



**P78 Nic Cackett**  
**Data expert**



For £3k, you can get a newer Corsa than the equivalent Fiesta

As a statement of the obvious, price is the deciding factor in purchasing a used car. However, that's never the whole story. Price dictates what you buy, but quite often the choice is amazing, as that 14-year-old S3 shows. You can go from sublimely sensible to really rather mad, all for the same money.

Another of the fairly obvious report conclusions is that absolutely everyone is looking to change their car in the next year or so. And that's the great thing about used cars: you can afford to shop around much more often than those poor people trapped into dead-end PCPs finance deals.

In future, then, I'll cut out the bone-dry, accountant-friendly used car report and write my own.

## BANGERNOMICS BEST BUYS



### READER'S CAR: NISSAN PRIMERA GT

Alan Taylor-Jones bought his Nissan Primera GT for £475. He says: "That was in 2012, when a Land Rover Freelander died. I put over 20,000 miles on it up to July this year. Apart from consumables, nothing went wrong that couldn't be sorted for pennies and it was fun to drive. Mods were a second-hand stainless steel exhaust (£180) and some old BBS wheels from a Volvo S40 (£90 with tyres)." When Alan wrote to me, his Primera had been retired to the bottom of his garden, but he sold it easily without an MOT for £400.

### SEND YOUR BANGERNOMICS TALES TO JAMES

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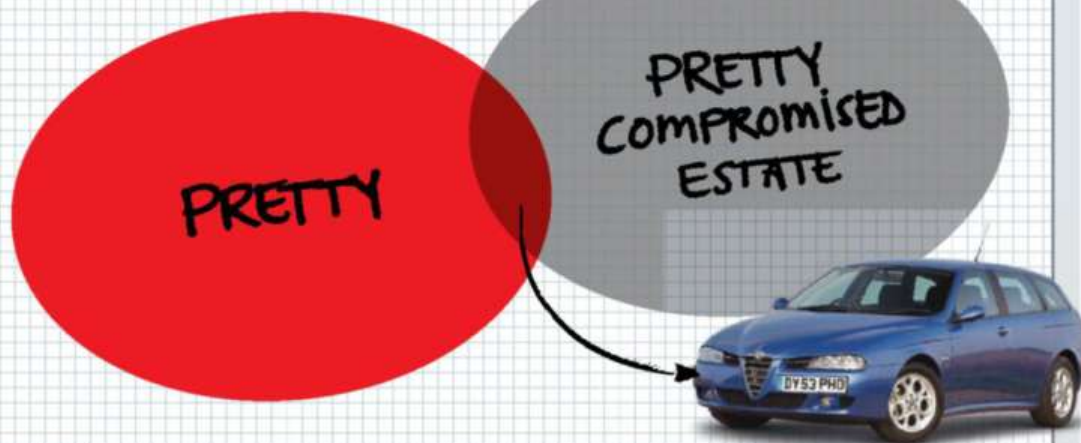
### WHAT CAUGHT MY EYE THIS WEEK: MAIN DEALERS WITH CARS THAT NEED BODY REPAIRS

It's not professional and a potential buyer told me he was walking away as a result of seeing the damage. Some cars are a bit too second-hand.



### USED CAR DILEMMA: ALFA ROMEO 156 SPORTWAGON

There's no denying just how handsome the 156 is, and bolting an estate on the back makes it even sleeker. But the price of such style is compromised luggage space. So it's a lifestyle estate, provided the lifestyle is compact.





# Small name, big range, now mini price

The Mini range has grown and is now available from just £1500 for a decent example. **Matthew Griffiths** picks some little gems

## 1 Mini Convertible (2004-2008)

Mini's first effort at chopping the roof off was a success: the Convertible is well made and a rather imaginative affair.

It remains a cool car to own and is cheap to run, albeit not as much fun to drive as the hatch. It may not have much room for a weekly shop and the rear seats are near useless, but it's a stylish way to get a tan.

Reliability is reasonable, although the roof cables can break in early models and cost £800-£900 to replace. The Convertible can also be prone to the same power steering and gearbox issues as the hatchback (see below).

We found a 2006 Cooper S example with 61,000 miles on the clock at £4750 from a private seller.

2



## Mini Clubman (2007-2015)

If there was ever a car to split opinion, it is the Clubman, a five-door estate car featuring three unconventional doors.

It has a stretched wheelbase and the same spec and engine options as the hatch. The 'Clubdoor' behind the driver is an interesting talking point, but you have to push the front seat forward to allow reasonable access to the back. Also, the

door is on the 'wrong' side for UK cars, opening into the traffic, not the kerb.

Still, the two 'barn doors' at the rear make the boot very easy to load and unload. You get more space than in most Mini models. There are no well-known reliability issues with this model, either.

Prices for a 2007 Cooper with 62,000 miles start from £5300.

## Mini hatchback (2001-2006)

With its quirky retro styling, the first BMW-owned Mini transformed the supermini sector when it was launched in 2001.

Mini's new owner proved that a supermini with good packaging, great looks and a premium finish could take the sector by storm.

The first-generation Mini has quick

and economical engines and a handling set-up that makes the car feel alive. So it is a lot of fun to drive.

The main known reliability issues relate to power steering and manual gearbox failures.

A piece of your own retro style can be had from just £1500 for a Mini One with around 70,000 miles on the clock.

3







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4



## Mini Countryman (2010-present)

The belief that Mini produced only small cars was extinguished once and for all by the launch of the Countryman crossover in 2010. Remarkably, though, the Countryman isn't too hard to live with, drive around town and park.

Like most Minis, it majors on style over practicality and is not the most spacious car in its sector, although it does cater

well for a growing family making the step up from the hatchback.

It handles well, but some variants have a hard ride. Petrol engines are smooth and sporty, although diesels suffer from a shortage of refinement.

Used prices tend to bear up well, but a Countryman Cooper diesel with 50,000 miles has now dipped under £10,000.

## Mini Coupé (2012-present)

Mini tends to take an evolutionary approach to the design of its new models, so standing out from the crowd can be difficult, but with its low, squat stance and the dome-shaped 'floating' roof, the Coupé is one of a kind.

Billed as Mini's answer to the Peugeot RCZ and Volkswagen Scirocco, it can be fantastic fun on a smooth, country road. However, the ride is harsh on more rutted

UK surfaces – particularly in the most sporty JCW derivatives – and it takes commitment to live with daily. Although the cabin is typical Mini in execution, the packaging is pure two-seater.

The Cooper S is the sweet spot in this range. Its turbocharged four-pot peaks at 181bhp and 192lb ft, aiding a 0-62mph time of 6.9sec. A 28,000-mile Cooper S with Chili Pack can be had from £10,000.

5





# NEW CARS A-Z

For full reviews of every car listed here, visit our website, [autocar.co.uk](http://autocar.co.uk)

## Autocar's star ratings explained

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ Brilliant, unsurpassed. All but flawless.

Full road test on [autocar.co.uk](http://autocar.co.uk)

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 91

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>ABARTH</b>				
<b>500 3dr hatch</b> Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★★			
1.4 T-Jet	E14205	133	155	26
<b>500 CONVERTIBLE 2dr open</b> Open-top hot hatch; has a softer ride than the tin-top car	★★★★★			
1.4 16v Turbo T-Jet	E16005	133	155	27
<b>ALFA ROMEO</b>				
<b>MITO 3dr hatch</b> Classy, well equipped and cheap. No dynamic benchmark	★★★★★			
0.9 TB TwinAir 105 Distinctive	E16160	103	98	13
0.9 TB TwinAir 105 OV Line	E16910	103	98	13
1.4 140 M'air TCT Distinctive	E17710	138	124	19
1.4 140 M'air TCT OV Line	E18460	138	124	20
1.4 170 M'air O'Verde	E20300	168	139	26
1.3 JTDm-2 85 Distinctive	E16745	94	90	11
1.6 JTDm-2 120 D'ive S-S	E17910	118	114	19
1.6 JTDm-2 120 OV Line	E18660	118	114	20
<b>GIULIETTA 5dr hatch</b> Stylish, rewarding family hatch. A new era for Alfa	★★★★★			
2.0 JTDm 175 Excl. TCT	E25840	148	110	20
2.0 JTDm 175 OV Line TCT	E27590	148	110	20
1.4 TB 120 Progression	E18450	118	149	16
1.4 TB 120 Distinctive	E19700	118	149	16
1.4 TB Mult'ir 170 Distinctive	E21200	168	134	23
1.4 TB Mult'ir 170 Excl.	E22950	168	134	23
1.4 TB Mult'ir 170 Ex'ive TCT	E24245	168	121	23
1.4 TB Mult'ir 170 OV Line	E24700	168	134	23
1.4 TB Mult'ir 170 OV Line TCT	E25995	168	121	23
1.6 JDTM 105 Progression	E19500	103	114	16
1.6 JDTM 105 Distinctive	E20750	103	114	16
1.6 JDTM 105 Excl.	E22500	103	114	16
2.0 JTDm 150 Distinctive	E21930	148	110	20
2.0 JTDm 150 Excl.	E23680	148	110	20
2.0 JTDm 150 OV Line	E25430	148	110	20
<b>4C 2dr coupé</b> A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★★			
1.75T	E51500	237	159	50
<b>ALPINA</b>				
<b>B3 2dr coupé</b> Rapid, usable and cheaper alternative to an M3	★★★★★			
3.0 S Biturbo	E51350	394	224	-
<b>B3 4dr saloon</b> Rapid, usable and cheaper alternative to an M3	★★★★★			
3.0 S Biturbo	E50350	394	224	-
<b>B3 CONVERTIBLE 2dr open</b> Rapid, usable, cheaper alternative to an M3.	★★★★★			
3.0 S Biturbo	E56450	394	225	-
<b>B3 TOURING 5dr estate</b> Rapid, usable and cheaper alternative to an M3.	★★★★★			
3.0 S Biturbo	E51350	394	225	-
<b>B5 4dr saloon</b> Huge pace, but let down by uninvolved dynamics	★★★★☆			
85 Biturbo	E71950	507	252	-
85 Biturbo	E71950	507	252	-
<b>B5 TOURING 5dr estate</b> Huge pace, but let down by uninvolved dynamics	★★★★☆			
85 Biturbo	E71950	507	255	-
<b>BT 4dr saloon</b> Makes sense on an autobahn but not for the UK	★★★★☆			
4.4 V8 Switch-tronic	E95850	500	282	-
4.4 V8 Switch-tronic LWB	E98850	500	282	-
<b>D3 4dr saloon</b> Precise dynamics with added Alpina kudos and a great engine	★★★★☆			
3.0D Biturbo	E46950	345	139	50
<b>D5 4dr saloon</b> Rapid, usable and cheaper alternative to an M5	★★★★☆			
3.0 Bi-Turbo	E55950	340	155	-
<b>XD3 5dr 4x4</b> Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★☆			
3.0 XD3	E54950	345	-	49
<b>ARIEL</b>				
<b>ATOM 0dr open</b> Superbly fast track mentalism. As exhilarating as cars get	★★★★★			
245	E29321	245	-	-
300	E34319	300	-	-
<b>ASTON MARTIN</b>				
<b>RAPIDE 4dr saloon</b> Four-door Aston is more practical, but just as charming	★★★★★			
5.9 V12 S	E149995	550	355	-
<b>VANTAGE 2dr coupé</b> Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★★			
4.7 V8	E84995	420	299	-
4.7 V8 S	E99995	430	299	-
5.9 V12 S	E138000	565	388	50
<b>VANTAGE ROADSTER 2dr open</b> Drop-top suits the Vantage's relaxed nature	★★★★★			
4.7 V8	E98995	420	299	-
4.7 V8 S	E110700	430	299	-
5.9 V12 S	E150000	510	388	-
<b>DB9 VOLANTE 2dr open</b> Facelift a big improvement dynamically	★★★★☆			
5.9 V12	E141995	470	333	-
<b>DB9 2dr coupé</b> Enchanting looks, but ride is choppy. Manual the best	★★★★☆			
5.9 V12	E131995	470	333	-
<b>VANQUISH 2dr coupé</b> A British supercar for British roads. Looks the business, too	★★★★☆			
5.9 V12	E189995	565	335	-
<b>AUDI</b>				
<b>A1 3dr hatch</b> Audi's answer to the Mini. Fun and refined	★★★★★			
1.4 TFSI 125 Sport	E16730	123	115	21
1.4 TFSI 125 S line	E18725	123	117	21
1.4 TFSI 150 S line	E19520	148	112	25
2.0 TFSI 150 S line	E25420	228	162	33
1.6 TDI 116 SE	E15430	114	92	19
1.6 TDI 116 Sport	E17405	114	92	19
1.6 TDI 116 S line	E19400	114	93	19
<b>A1 5dr sportback</b> Rear doors add convenience to an attractive package	★★★★★			
1.4 TFSI 125 Sport	E17350	123	118	21
1.4 TFSI 125 S line	E19345	123	119	21
1.4 TFSI 150 S line	E20140	148	112	25
2.0 TFSI 150 S line	E26155	228	166	33
1.6 TDI 116 SE	E16050	114	92	19
1.6 TDI 116 Sport	E18025	114	92	19
1.6 TDI 116 S line	E20020	114	93	19
<b>A3 3dr hatch</b> Classy interior, stable handling and good engines. Second only to the Golf	★★★★★			
1.2 TFSI 110 SE	E18615	108	117	17
1.6 TDI 110 ultra SE Technik	E21615	108	89	17
2.0 TFSI 184 quattro S line	E29945	148	129	26
2.0 TFSI 184 quattro Sport	E27795	148	127	26
2.0 TFSI 184 S line	E27035	148	114	28
2.0 TFSI 184 S line	E24885	148	112	27
2.0 TFSI 300 quattro S3	E30980	296	162	36
1.2 TFSI 110 Sport	E20015	108	117	17
1.2 TFSI 110 S line	E22125	108	114	18
1.4 TFSI 125 SE	E19915	123	122	18
1.4 TFSI 125 Sport	E21315	123	122	19
1.4 TFSI 125 S line	E23465	123	124	20
1.4 TFSI 150 SE ACT	E20765	148	109	23
1.4 TFSI 150 Sport ACT	E22165	148	109	23
1.4 TFSI 150 S line ACT	E24315	148	111	24
1.8 TFSI 180 Sport	E23905	178	135	26
1.8 TFSI 180 quattro Sport	E26830	178	149	27
1.8 TFSI 180 S line	E26055	178	135	27
1.8 TFSI 180 quattro S line	E29055	178	153	28
1.6 TDI 110 ultra SE	E20865	108	89	17
1.6 TDI 110 Sport	E22265	108	105	17
1.6 TDI 110 S line	E24415	108	107	18
1.6 TDI 150 SE	E22215	148	108	21
2.0 TFSI 150 SE Technik	E22965	148	108	23
2.0 TFSI 150 Sport	E23615	148	108	21
2.0 TFSI 150 S line	E25765	148	109	21
<b>A3 4dr saloon</b> All the A3's standard attributes in a saloon body. S3 great looking	★★★★★			
1.4 TFSI 150 ACT Sport	E23335	148	110	23
1.6 TDI 110 S line	E25585	108	106	18
1.8 TFSI 180 Sport	E30225	178	153	28
1.8 TFSI 180 quattro Sport	E28000	178	149	25
1.8 TFSI 180 Sport	E25075	178	135	23
2.0 300 quattro S3	E33580	296	164	36
2.0 TFSI 150 Sport	E24785	148	107	23
1.4 TFSI 150 ACT S line	E25485	148	112	24
1.8 TFSI 180 S line	E27225	178	135	24
1.6 TDI 110 Sport	E23435	108	104	17
2.0 TFSI 150 S line	E26935	148	108	24
2.0 TFSI 184 Sport	E26055	181	112	27
2.0 TFSI 184 S line	E28205	181	114	28
2.0 TFSI 184 quattro Sport	E28965	181	127	26
2.0 TFSI 184 quattro S line	E31115	181	129	26
<b>A3 5dr sportback</b> Classy interior, stable handling and good engines. Second only to the Golf	★★★★★			
1.4 TFSI 125 S line	E24085	123	124	20
1.4 TFSI 125 Sport	E21935	123	122	19
1.8 TFSI 180 quattro S line	E29675	178	153	28
1.8 TFSI 180 S line	E26675	178	135	27
1.8 TFSI 180 Sport	E24525	178	135	26
2.0 TFSI 150 S line	E26385	148	109	21
2.0 TFSI 150 SE	E22835	148	108	21
2.0 TFSI 150 Sport	E24235	148	108	21
2.0 TFSI 184 quattro S line	E30565	175	129	26
2.0 TFSI 300 quattro S3	E31600	296	162	36
1.2 TFSI 110 SE	E19235	108	117	17
1.2 TFSI 110 Sport	E20635	108	117	17
1.2 TFSI 110 S line	E22745	108	114	18
1.4 TFSI 125 SE	E20535	123	122	18
1.4 TFSI 150 SE ACT	E21385	148	112	23
1.4 TFSI 150 Sport ACT	E22785	148	112	23
1.4 TFSI 150 S line ACT	E24935	148	114	24
1.4 TFSI 150 e-tron	E35340	201	37	29
1.8 TFSI 180 quattro Sport	E27450	178	149	27
1.6 TDI 110 ultra SE	E21485	108	89	17
1.6 TDI 110 ultra SE Technik	E22235	108	89	17
1.6 TDI 110 Sport	E22885	108	105	17
1.6 TDI 110 S line	E25035	108	107	18
2.0 TFSI 150 SE Technik	E23585	148	108	23
2.0 TFSI 184 Sport	E25505	175	112	27
2.0 TFSI 184 quattro Sport	E28415	175	127	26
2.0 TFSI 184 S line	E27655	175	114	28
<b>A3 CABRIOLET 2dr open</b> A measured success, but the usual sacrifices make it fun free	★★★★★			
1.4 TFSI 150 S line	E29675	148	118	26
1.4 TFSI 150 SE	E26125	148	116	24
1.8 TFSI 180 Sport	E27525	148	116	25
1.8 TFSI 180 S line Au	E32895	178	133	29
1.8 TFSI 180 Sport Au	E30745	178	133	29
2.0 TFSI 150 S line	E31125	148	115	27
2.0 TFSI 150 SE	E27575	148	113	24
2.0 TFSI 150 Sport	E28975	148	113	25
1.8 TFSI 180 Sport	E29265	178	140	29
1.8 TFSI 180 quattro Sport	E32225	178	154	29
1.8 TFSI 180 S line	E31415	178	140	31
1.8 TFSI 180 quattro S line	E34415	178	157	32
2.0 TFSI 300 quattro S3	E39245	296	165	42
1.6 TDI 110 SE	E26225	108	110	17
1.6 TDI 110 Sport	E27625	108	110	18
1.6 TDI 110 S line	E29775	108	112	20
2.0 TFSI 184 Sport	E30245	181	117	30
2.0 TFSI 184 S line	E32395	181	119	31
2.0 TFSI 184 quattro S line	E35435	181	134	31
2.0 TFSI 184 quattro Sport	E33285	181	132	30
<b>A4 4dr saloon</b> Highly competent and quality laden; leaves the dynamic finesse to its rivals	★★★★☆			
2.0 TFSI 150 Black Edition	E31005	148	119	24
2.0 TFSI 150 S line	E30320	148	119	23
2.0 TFSI 150 SE	E28855	148	127	23
2.0 TFSI 150 SE Technik	E30275	148	127	23
2.0 TFSI 177 SE Technik	E29620	175	120	27
2.0 TFSI 225 quattro Black Edit	E35275	222	155	33
2.0 TFSI 225 quattro S line	E34500	222	155	33
2.0 TFSI 225 quattro SE	E31645	222	155	32
2.0 TFSI 225 quattro SE Techni	E32945	222	155	33
1.8 TFSI 120 SE	E24385	118	151	19
1.8 TFSI 120 SE Technik	E25685	118	151	19
1.8 TFSI 120 S line	E27240	118	151	20
1.8 TFSI 120 Black Edition	E26000	168	134	25
1.8 TFSI 170 SE Technik	E27420	168	134	24
1.8 TFSI 170 S line	E28855	168	134	26
1.8 TFSI 170 Black Edition	E29630	168	134	26
3.0 V6 333 S4	E39610	328	178	36
3.0 V6 333 S4 Black Edition	E40685	328	178	36
2.0 TFSI 225 quattro Black Edit	E28600	134	112	23
2.0 TFSI 225 quattro S line	E27600	134	112	23
2.0 TFSI 225 quattro SE	E28320	161	109	27
2.0 TFSI 163 Ultra SE Technik	E29740	161	109	27
2.0 TFSI 177 S line	E31175	175	120	27
2.0 TFSI 177 Black Edition	E31180	175	120	28
2.0 TFSI 177 SE Technik	E29880	175	134	27
2.0 TFSI 177 SE Technik	E33510	175	134	28
2.0 TFSI 177 S line	E32735	175	134	28
2.0 TFSI 177 Black Edit				



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
4.2 V8 RS5	£69555	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
2.0 TDI 177 S line	£37825	175	127	30
2.0 TDI 204 S line	£41555	201	138	33
2.0 TDI 245 quattro S line	£45220	242	167	39
<b>A6 4dr saloon</b> The best sprung Audi saloon, and one of the most appealing full stop				
3.0 BITDI 320 quattro Black Ed	£51165	316	164	44
3.0 BITDI 320 quattro S line	£48990	316	159	43
3.0 TDI 218 Black Edition	£43135	215	127	35
3.0 TDI 218 quattro Black Edn	£44895	215	138	40
3.0 TDI 218 quattro S line	£42720	215	133	39
3.0 TDI 218 quattro SE	£40195	215	133	39
3.0 TDI 272 quattro Black Edn	£46455	268	138	42
4.0 TFSI 450 SE	£56545	429	214	50
2.0 TDI 190 Ultra SE	£32295	187	113	32
2.0 TDI 190 Ultra S line	£34820	187	114	33
2.0 TDI 190 Ultra Black Edtn	£36995	187	119	33
3.0 TDI 218 SE	£38435	215	122	34
3.0 TDI 218 S line	£40960	215	122	35
3.0 TDI 272 quattro SE	£41755	268	133	41
3.0 TDI 272 quattro S line	£44280	268	133	42
3.0 BITDI 320 quattro SE	£46465	316	159	43
<b>A6 AVANT 5dr estate</b> A capable stress buster; BITDI a giant killer				
3.0 BITDI 320 quattro Black Ed	£53330	316	169	44
3.0 BITDI 320 quattro S line	£51040	316	164	43
3.0 TDI 218 Black Edition	£45185	215	130	35
3.0 TDI 218 quattro Black Edn	£46960	215	144	40
3.0 TDI 218 quattro S line	£44770	215	139	39
3.0 TDI 218 quattro SE	£42245	215	138	39
3.0 TDI 272 quattro Black Edn	£48520	268	144	42
4.0 TFSI 560 RS6	£78790	552	223	50
4.0 TFSI 450 SE	£58545	429	214	50
2.0 TDI 190 Ultra SE	£34345	187	118	32
2.0 TDI 190 Ultra S line	£36870	187	119	33
2.0 TDI 190 Ultra Black Edtn	£39045	187	124	33
3.0 TDI 218 SE	£40485	215	125	34
3.0 TDI 218 S line	£43010	215	125	35
3.0 TDI 272 quattro SE	£43805	268	138	41
3.0 TDI 272 quattro S line	£46330	268	138	42
3.0 BITDI 320 quattro SE	£48515	316	164	43
<b>A6 ALLROAD 5dr estate</b> Rugged 4x4 A6. Even more pricey				
3.0 TDI 218 quattro	£45755	215	149	39
3.0 TDI 218 quattro Sport	£49455	215	149	40
3.0 TDI 272 quattro	£47315	268	149	42
3.0 TDI 272 quattro Sport	£51015	268	149	42
3.0 BITDI 320 quattro	£52125	316	172	44
3.0 BITDI 320 quattro Sport	£55825	316	172	44
<b>A7 SPORTBACK 5dr hatch</b> A good mix of luxury, practicality and driver reward				
2.0 TFSI 333 quattro S line	£53045	328	182	44
2.0 TFSI 333 quattro Black Ed	£55395	328	182	44
3.0 TDI 218 Ultra SE Exec	£45915	215	124	37
3.0 TDI 218 Ultra S line	£48705	215	128	38
3.0 TDI 218 quattro SE Executi	£46760	215	138	41
3.0 TDI 218 quattro S line	£50480	215	142	41
3.0 TDI 218 quattro Black Edn	£52830	215	142	42
3.0 TDI 272 quattro SE Executi	£50255	268	138	43
3.0 TDI 272 quattro S line	£53060	268	142	43
3.0 TDI 272 quattro Black Edn	£55410	268	142	44
3.0 BITDI 320 quattro S line	£56730	316	167	45
3.0 BITDI 320 quattro Black Ed	£59080	316	167	45
<b>A8 4dr saloon</b> Stylish, comfortable and solid. A convincing exec saloon				
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£68285	208	148	43
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exe	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
4.0 TFSI 435 quattro Sport Exe	£79760	429	216	49
4.0 TFSI 520 S8	£80735	513	216	49
6.3 W12 500 quattro L	£97920	493	254	50
3.0 TDI 258 quattro SE	£59580	254	155	46
3.0 TDI 258 quattro SE L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exe	£65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£67950	254	158	47
4.2 TDI 385 quattro SE Exec	£72835	380	189	50
4.2 TDI 385 quattro SE Ex L	£76800	346	190	50
4.2 TDI 385 quattro Sport Exe	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
<b>Q3 5dr 4x4</b> Typically refined and competent, but feels more A3 than SUV				
1.4 TFSI 150 SE	£25380	138	128	19
1.4 TFSI 150 S line	£28060	138	131	20
2.0 TFSI 180 quattro SE	£29640	176	152	27
2.0 TFSI 180 quattro S line	£32190	176	155	27
2.0 TFSI 180 quattro S II Plus	£34540	176	161	28
2.5 TFSI 340 quattro RS	£45540	335	203	37
2.0 TDI 150 SE	£26920	148	119	20
2.0 TDI 150 quattro SE	£28480	148	131	20
2.0 TDI 150 S line	£29470	148	122	21
2.0 TDI 150 quattro S line	£31030	148	134	21
2.0 TDI 150 quattro S II Plus	£33380	148	140	21
2.0 TDI 184 quattro SE	£29280	181	139	24
2.0 TDI 184 quattro S line	£31845	181	143	24
2.0 TDI 184 quattro S II Plus	£34195	181	148	25
<b>Q5 5dr 4x4</b> Exceptionally good handling for an SUV, but very compromised ride				
2.0 TFSI 180 quattro S line PI	£36270	178	174	29
2.0 TFSI 180 quattro SE	£31370	178	174	28
2.0 TFSI 180 quattro S line	£33770	178	174	29
2.0 TFSI 225 quattro SE	£32845	222	173	29
2.0 TFSI 225 quattro S line	£35300	222	179	29
2.0 TFSI 225 q'tro S line Plus	£37800	222	181	30
2.0 TDI 150 quattro SE	£31720	148	147	21
2.0 TDI 150 quattro S line	£34120	148	150	21
2.0 TDI 150 quattro S line Plus	£36655	148	152	22
2.0 TDI 177 quattro SE	£32610	175	154	24
2.0 TDI 177 quattro S line	£35010	175	154	25
2.0 TDI 177 q'tro S line Plus	£37510	175	154	25
3.0 TDI 245 quattro SE	£38370	241	169	33
3.0 TDI 245 q'tro S line Plus	£40770	241	169	34
3.0 TDI 245 q'tro S line Plus	£43270	241	169	34
3.0 BITDI 313 S05	£47485	309	174	41
<b>Q7 5dr 4x4</b> Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better				
3.0 TDI 204 S line Plus	£51155	201	189	37
3.0 TDI 245 S line Plus	£52585	237	195	41
3.0 TDI 245 S line Sport Editi	£55585	237	195	41
3.0 TDI 245 S line Style Editi	£54085	237	195	41
4.2 TDI 340 S line Plus	£62220	335	242	46
4.2 TDI 340 S line Sport Editi	£65220	335	242	47
4.2 TDI 340 S line Style Editi	£63720	335	242	47
3.0 TDI 204 SE	£43895	201	189	35
3.0 TDI 204 S line	£46655	237	189	36
3.0 TDI 245 S line	£48085	237	195	40
4.2 TDI 340 S line	£57720	335	242	45
<b>TT 2dr coupé</b> TT finds its mojo at last. Drive experience now an equal to the obvious prestige				
2.0 TFSI Sport	£29915	228	141	35
2.0 TFSI Sport quattro	£32860	228	153	37
2.0 TFSI S line	£32465	228	141	35
2.0 TFSI S line quattro	£35410	228	153	38
2.0 TFSI 310 quattro TTS	£38945	306	168	45
2.0 TDI Ultra Sport	£29810	181	116	34
2.0 TDI Ultra S line	£32360	181	116	35
<b>TT ROADSTER 2dr open</b> Takes the edge off the TT's fine looks - but still hugely competent				
2.0 TDI ultra 184 S line	£34545	181	114	36
2.0 TDI ultra 184 Sport	£31995	181	114	35
2.0 TFSI 230 quattro S line	£37595	228	158	39
2.0 TFSI 230 quattro Sport	£35045	228	158	38
2.0 TFSI 230 S line	£34650	228	144	38
2.0 TFSI 230 quattro Sport	£32100	228	144	37
2.0 TFSI 310 TTS	£41130	306	173	43
<b>R8 2dr coupé</b> Usable, but no less involving and dramatic for it. V10 is brutal				
4.2 FSI 430 V8	£93785	424	332	50
5.2 FSI 525 V10	£14885	518	346	50
5.2 FSI 550 V10 Plus	£126885	543	346	50
<b>R8 SPYDER 2dr open</b> Great noise, and loses little of the coupe's poise				
4.2 FSI 430 V8	£102435	424	337	50
5.2 FSI 525 V10	£123535	518	349	50
<b>BAC</b>				
<b>MONO 2dr open</b> An F-22 Raptor for the road. Only better built				
MONO 2.3	£111168	280	-	-
<b>BENTLEY</b>				
<b>CONTINENTAL GT 2dr coupé</b> A brilliant Audi V8-inspired reboot				
6.0 W12 GT Speed	£151100	616	338	50
4.0 V8	£123850	500	246	50
4.0 V8 S	£139000	521	246	50
6.0 W12	£136710	567	385	50
<b>CONTINENTAL GT CONVERTIBLE 2dr open</b> A brilliant Audi V8-inspired reboot				
4.0 V8	£136250	500	254	50
4.0 V8 S	£152900	521	254	50
6.0 W12 Speed	£167900	616	347	50
<b>MULSANNÉ 4dr saloon</b> Effortless and graceful. Great driving position				
6.75 V8	£224700	506	393	-
<b>FLYING SPUR 4dr saloon</b> A genuine luxury saloon.				
4.0 V8	£136000	500	254	50
6.0 W12	£140900	616	343	50
6.0 W12 Mulliner	£150220	616	343	50
<b>BMW</b>				
<b>1 SERIES 3dr hatch</b> Measures up on space and comfort now. Still no 3 Series				
118i SE	£20245	134	125	18
118i Sport	£21245	134	129	18
118i M Sport	£23075	168	133	19
120i Sport	£23295	134	136	21
120i M Sport	£24995	134	139	22
125i M Sport	£26375	215	157	28
116d SE	£21180	114	94	15
116d ED Plus	£22030	114	89	15
116d Sport	£22180	114	103	15
118d SE	£23880	114	106	16
118d Sport	£23235	148	104	19
118d M Sport	£23325	148	109	19
118d M Sport	£25025	148	114	20
120d Sport	£24775	187	114	24
120d M Sport	£26475	187	118	25
125d M Sport	£29800	221	121	30
<b>1 SERIES 5dr hatch</b> Measures up on space and comfort now. Still no 3 Series				
118i SE	£20775	168	125	18
118i Sport	£21775	168	129	18
118i M Sport	£23605	168	133	19
120i M Sport	£23825	134	136	21
125i M Sport	£25525	134	139	22
116d SE	£26905	215	157	28
116d ED Plus	£31730	315	188	37
116d Sport	£21710	114	94	15
116d M Sport	£22560	114	89	15
116d SE	£22710	114	103	15
116d Sport	£24410	114	106	16
118d SE	£22855	148	104	19
118d Sport	£23855	148	109	19
118d M Sport	£25555	148	114	20
120d Sport	£25305	187	114	24
120d M Sport	£27005	187	118	25
120d xDrive M Sport	£30055	187	124	24
120d xDrive Sport	£28355	187	119	24
125d M Sport	£30330	221	121	30
<b>2 SERIES 2dr coupé</b> A proper compact coupé now. M235i is one of the best BMWs period				
225d M Sport	£32120	215	125	33
220i Sport	£26195	215	146	25
220i M Sport	£27545	215	149	26
228i M Sport	£28410	242	155	30
M235i	£34540	326	189	39
218d SE	£24415	141	119	20
218d Sport	£25415	141	119	20
218d M Sport	£26765	141	123	21
218d M Sport	£27015	181	112	26
218d SE	£28115	115	127	27
218d Sport	£28365	181	115	27
<b>2 SERIES 2dr open</b> Doesn't quite replicate the coupe's verve, but still good				
218i SE	£31315	181	124	27
218i Sport	£29965	181	121	27
218i M Sport	£30530	215	161	29
220i Sport	£29180	215	157	28
220i M Sport	£31550	242	163	33
M235i	£37715	326	199	40
220i Luxury	£30180	215	168	28
220d Luxury	£30965	181	124	27
<b>2 SERIES ACTIVE TOURER 5dr mpv</b> BMW's front-drive hatch is a proper contender				
218i SE	£27540	189	142	20



# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
320i M Sport	£30905	181	153	31
320i Luxury	£34305	242	162	36
328i M Sport	£34105	242	162	36
316d ES	£27575	114	116	20
316d SE	£28425	114	116	20
316d Sport	£28725	114	116	20
318d SE	£29675	141	124	24
318d Sport	£29975	141	124	24
318d Luxury	£32175	141	127	25
318d M Sport	£31975	141	127	25
320d SE	£30775	181	125	31
320d Luxury	£33275	181	128	32
320d M Sport	£33075	181	128	32
320d xDrive Sport	£32705	181	133	30
320d xDrive Luxury	£34905	181	133	31
320d xDrive M Sport	£34705	181	133	31
330d SE	£36105	255	135	38
330d Luxury	£38605	255	138	41
330d M Sport	£38405	255	138	41
330d xDrive Luxury	£40120	255	145	41
330d xDrive M Sport	£39920	255	145	41
<b>3 SERIES GT 5dr hatch</b> Hatchback practicality meets 3-Series talent. Duller but decent <b>★★★★★</b>				
318d M Sport	£33525	241	122	25
318d SE	£31275	141	122	24
320i M Sport	£32155	181	155	31
320i SE	£29905	181	155	31
320i xDrive Luxury	£33405	181	165	31
320i xDrive M Sport	£31655	181	165	31
320i xDrive Sport	£32405	181	165	31
328i SE	£33105	242	157	35
330d xDrive M Sport	£41470	258	144	41
320i SE	£30905	181	155	31
320i Luxury	£31905	181	155	31
328i SE	£34105	242	157	35
328i Luxury	£35105	242	157	35
328i M Sport	£35355	242	157	35
335i Luxury	£40565	302	189	38
335i M Sport	£40815	302	189	38
318d Sport	£32275	141	122	24
318d Luxury	£33275	141	122	24
320d SE	£32375	181	130	30
320d Sport	£33375	181	130	30
320d Luxury	£34375	181	130	30
320d M Sport	£34625	181	130	30
325d SE	£34305	215	136	34
325d Luxury	£36305	215	136	34
325d M Sport	£36555	215	136	34
330d SE	£37705	258	137	41
330d Luxury	£39705	258	137	41
330d M Sport	£39955	258	137	41
330d xDrive SE	£39220	258	144	40
330d xDrive Luxury	£41220	258	144	40
335d xDrive Luxury	£44120	313	149	42
335d xDrive M Sport	£44370	313	149	42
<b>13 5dr hatch</b> Superb really, but price and not free from the usual electric car practicality issues <b>★★★★★</b>				
13 EV	£30980	168	0	21
13 EV Range Extender	£34130	168	13	21
<b>4 SERIES 2dr coupé</b> More talented GT than brilliant B-road stier. Very comely though <b>★★★★★</b>				
430d M Sport	£40945	255	134	40
420i SE	£30125	181	144	30
420i Sport	£31625	181	146	30
420i Luxury	£32625	181	146	30
420i M Sport	£33125	181	146	30
420i xDrive SE	£31660	181	159	30
420i xDrive Sport	£33160	181	163	30
420i xDrive Luxury	£34160	181	163	31
420i xDrive M Sport	£34660	181	163	31
428i SE	£33520	242	154	33
428i Sport	£35020	242	156	33
428i Luxury	£36020	242	156	34
428i M Sport	£36520	242	156	34
435i M Sport	£41870	302	188	36
435i M Sport	£42370	302	188	36
M4	£57055	425	204	42
420d SE	£32495	181	119	29
420d Sport	£33995	181	119	30
420d Luxury	£34995	181	119	30
420d M Sport	£35495	181	119	30
420d xDrive SE	£33995	181	117	29
420d xDrive Sport	£35495	181	125	29
420d xDrive Luxury	£36495	181	125	29
420d xDrive M Sport	£36995	181	125	29
425d SE	£35430	215	131	33
425d Sport	£36930	215	136	34
425d Luxury	£37930	215	136	34
425d M Sport	£38430	215	136	34
430d Luxury	£40445	255	134	40

# THE NEW BMW 1 SERIES.

## PURE BMW.

With its class-leading efficiency, and near-perfect 50:50 weight distribution for superb agility and performance, the new BMW 1 Series is a driver's car through and through. BMW ConnectedDrive brings the outside world to you. Spotify and 4G capability brings you entertainment and ease of navigation at every turn.

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Official fuel economy figures for the new BMW 1 Series Sports Hatch range: Urban 25.9–72.4 mpg (10.9–3.9l/100km). Extra Urban 44.1–91.1 mpg (6.4–3.1l/100km).



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 Blue HDi 150 Excl.*	£27110	148	105	25

**DACIA**

**SANDERO 5dr hatch** A clever budget prospect. But its limitations are unavoidable ★★★★★

0.9 Tce Ambiance	£7595	89	116	6
0.9 Tce Laureate	£8795	89	116	7
1.2 Access	£5995	74	135	2
1.2 Ambiance	£6795	74	135	2
1.2 Laureate	£7995	74	135	2
1.5 dCi Ambiance	£8595	89	99	8
1.5 dCi Laureate	£9795	89	99	10

**SANDERO STEPWAY 5dr hatch** More expensive - but still limited ★★★★★

0.9 Tce Ambiance	£8395	89	125	-
0.9 Tce Laureate	£9995	89	125	-
1.5 dCi Ambiance	£9395	89	105	-
1.5 dCi Laureate	£10995	89	105	-

**LOGAN MCV 5dr estate** Lacks its stablemates charm. Certainly retains the cheap ★★★★★

0.9 Ambiance	£8595	89	116	9
0.9 Laureate	£9795	89	116	11
1.2 Access	£6995	74	135	4
1.2 Ambiance	£7795	74	135	4
1.2 Laureate	£8995	74	135	5
1.5 dCi Ambiance	£9595	84	99	11
1.5 dCi Laureate	£10795	84	99	12

**DUSTER 5dr 4x4** Cheap, but cheerfully robust. Surprisingly convincing presence ★★★★★

1.6 16v 105 Access 2WD	£9495	103	165	6
1.6 16v 105 Access 4WD	£11495	103	185	5
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10
1.5 dCi 110 Laureate 2WD	£13495	106	130	11
1.5 dCi 110 Laureate 4WD	£15495	107	135	10

**FERRARI**

**F12 2dr coupé** Proper V12 Ferrari with serious exclusivity and appeal ★★★★★

6.3 V12 £239352 730 350 50

**FF 2dr coupé** Four-door Ferrari estate has appeal but lacks classic DNA ★★★★★

6.3 V12 £227077 651 360 50

**CALIFORNIA 2dr open** Sleek, comfortable and fast. Now with turbocharger ★★★★★

4.3 V8 £152086 483 270 50

3.9 V8 T £154490 552 250 50

**458 2dr coupé** The complete supercar. Calm ride, explosive performance ★★★★★

4.5 V8 Italia £178461 570 307 50

4.5 V8 Special £208090 597 275 50

**458 SPIDER 2dr open** The complete supercar. Minus roof. A world-class head turner ★★★★★

4.5 V8 £198906 570 275 50

**FIAT**

**PANDA 5dr hatch** Cheap, practical and very nearly spot on ★★★★★

0.9 TwinAir 85 4x4 Antartica £13095 84 105 6

0.9 TwinAir 85 Trekking £14975 84 105 6

1.3 MultiJet 75 4x4 Antartica £15995 74 125 7

0.9 TwinAir 85 Easy £11375 84 99 7

0.9 TwinAir 85 Lounge £11875 84 99 7

0.9 TwinAir 85 4x4 £14575 84 114 7

1.2 Pop £9375 68 120 3

**1.2 Easy** £10175 68 120 4

1.2 Lounge £10675 68 120 3

1.3 MultiJet 75 Pop £11575 74 104 7

1.3 MultiJet 75 Easy £12375 74 104 7

1.3 MultiJet 75 Lounge £12875 74 104 7

1.3 MultiJet 75 Trekking £14075 74 109 7

1.3 MultiJet 75 4x4 £15575 74 125 7

**500 3dr hatch** Super desirable, cute city car. Pleasant, if not involving, to drive ★★★★★

0.9 TwinAir 105 60 £15550 103 92 10

0.9 TwinAir 105 Lounge £14220 103 92 10

0.9 TwinAir 105 S £14370 103 92 10

0.9 TwinAir 85 60 £15070 84 99 10

1.2 Colour Therapy £11220 68 113 9

1.2 60 £13670 68 113 9

1.3 MultiJet 60 £16070 94 97 14

0.9 TwinAir 85 Lounge £13740 84 92 10

0.9 TwinAir 85 S £13890 84 92 12

0.9 TwinAir 85 Colour Therapy £12420 84 99 10

0.9 TwinAir Cult £14890 84 99 10

0.9 TwinAir 105 Cult £15370 103 92 10

1.2 Pop £10690 68 113 5

1.2 Lounge £12440 68 113 6

1.2 S £12590 68 113 9

1.2 Cult £13590 68 113 9

1.4 T-Jet Abarth £14255 133 155 26

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.3 MultiJet Lounge	£14840	94	97	15
1.3 MultiJet S	£14990	94	97	14
1.3 MultiJet Cult	£15990	94	97	14

**FORD**

**KA 3dr hatch** An agile drive and energetic petrol engine. Wooden ride ★★★★★

1.2 Grand Prix III £11445 68 115 5

1.2 Studio Connect £9445 68 115 3

1.2 Studio £8995 68 115 3

1.2 Edge £9945 68 115 3

1.2 Zetec £10695 68 115 3

1.2 Titanium £11995 68 115 3

1.2 Metal £11445 68 115 5

**B-MAX 5dr mpv** Fiesta dynamics and sliding door access make the B-Max a cut above ★★★★★

1.0 EcoBoost 100 Zetec £15495 99 119 9

1.0 EcoBoost 100 Titanium £16695 99 119 10

1.0 EcoBoost 125 Zetec S-S £16095 118 99 13

1.0 EcoBoost 125 Titanium S-S £17295 118 99 13

1.0 EcoBoost 125 Titanium X £18495 118 99 13

1.4 90 Studio £13095 89 139 7

1.4 90 Zetec £14895 89 139 7

1.6 105 Zetec Powershift £16595 103 149 10

1.6 105 Zetec Titanium Powershift £17795 103 149 11

1.5 TDCi 75 Zetec £16295 74 109 8

1.6 TDCi 95 Zetec £16795 94 104 10

1.6 TDCi 95 Titanium £17995 94 104 11

**FIESTA 3dr hatch** Stylish and wonderfully engaging. The best supermini ★★★★★

1.6 105 Zetec Powershift £15045 103 138 12

1.0 80 Zetec S-S £13695 79 99 6

1.0 80 Titanium S-S £14695 79 99 7

1.0 EcoBoost Zetec S-S £14195 99 99 11

1.0 EcoBoost Titanium S-S £15195 99 99 11

1.0 EcoBoost Titanium X S-S £16445 99 99 11

1.0 EcoBoost Titanium X S-S £15695 123 99 15

1.0 EcoBoost Titanium X S-S £16945 123 99 15

1.0 EcoBoost Zetec S-S £15945 123 99 15

1.25 60 Studio £10145 59 120 3

1.25 60 Style £11895 59 120 4

1.25 82 Style £12395 80 120 7

1.25 82 Zetec £13195 80 120 7

1.6 105 Titanium Powershift £16045 103 138 12

1.6 180 EcoBoost ST £17545 180 138 30

1.6 180 EcoBoost ST2 £18545 180 138 30

1.6 180 EcoBoost ST3 £19545 180 138 30

1.5 TDCi 75 Style £13995 74 98 8

1.5 TDCi 75 Zetec £14795 74 98 8

1.5 TDCi 75 Titanium £15795 74 98 9

1.6 TDCi 95 Style ECOnetic S-S £14945 94 87 11

1.6 TDCi 95 Zetec ECOnetic S-S £16145 94 87 12

1.6 TDCi 95 Zetec S £16145 94 87 12

1.6 TDCi 95 Titanium ECOnetic £16495 94 87 12

1.6 TDCi 95 Titanium X £17295 94 95 13

**FIESTA 5dr hatch** Stylish and wonderfully engaging. The best supermini ★★★★★

1.25 82 Style £12995 80 120 7

1.6 105 Titanium Powershift £16645 103 138 12

1.6 105 Zetec Powershift £15645 103 138 12

1.0 80 Zetec S-S £14295 79 99 6

1.0 80 Titanium S-S £15295 79 99 7

1.0 EcoBoost Zetec S-S £14795 99 99 11

1.0 EcoBoost Titanium S-S £15795 99 99 11

1.0 EcoBoost Titanium X S-S £17045 99 99 11

1.0 EcoBoost Titanium S-S £16295 123 99 15

1.0 EcoBoost Titanium X S-S £17545 123 99 15

1.25 60 Style £12495 59 120 4

1.25 82 Zetec £13795 80 120 7

1.5 TDCi 75 Style £14595 74 98 8

1.5 TDCi 75 Zetec £15395 74 98 9

1.5 TDCi 75 Titanium £16395 74 98 9

1.6 TDCi 95 Style ECOnetic S-S £15545 94 87 11

1.6 TDCi 95 Zetec ECOnetic S-S £16095 94 87 12

1.6 TDCi 95 Titanium ECOnetic £17095 94 87 12

1.6 TDCi 95 Titanium X £17895 94 95 13

**ECOSPORT 5dr hatch** Pumped up Fiesta okay, but developing world origins show through ★★★★★

1.0 EcoBoost 125 Titanium £15995 123 125 11

1.0 EcoBoost 125 Titanium X £16995 123 125 11

1.5 112 Titanium £14995 90 149 10

1.5 112 Titanium X £15995 90 149 10

1.5 TDCi 91 Titanium £16495 90 120 10

1.5 TDCi 91 Titanium X £17495 90 120 10

**FOCUS 5dr hatch** Still very good to drive, and made more appealing by new cabin ★★★★★

1.6 125 Zetec S £21095 123 146 14

1.0 EcoBoost Style £17595 99 105 10

1.0 EcoBoost Zetec £18595 99 105 10

1.0 EcoBoost Titanium £20095 99 105 10

1.0 EcoBoost Titanium X £22095 99 105 10

1.0 EcoBoost Zetec S £19095 123 108 14

1.0 EcoBoost Zetec S £20345 123 108 14

1.0 EcoBoost Zetec S £20595 123 108 14

1.0 EcoBoost Zetec S £22595 123 108 14

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.5T 150 EcoBoost Zetec S	£20845	148	137	14
1.5T 150 EcoBoost Titanium	£21095	148	137	14
1.5T 182 EcoBoost Titanium X	£23820	180	137	14

**MINI**

**1.6 85 Studio** £13995 84 136 7

**1.6 105 Style** £17095 103 136 11

**1.6 125 Style auto** £18845 123 146 14

**1.6 125 Zetec** £21345 123 146 14

**2.0T 250 EcoBoost ST** £22495 247 159 34

**2.0T 250 EcoBoost ST-2** £23995 247 159 35

**2.0T 250 EcoBoost ST-3** £26295 247 159 36

**1.5 TDCi 95 Style** £18295 94 98 11

**1.5 TDCi 120 Zetec** £19795 118 98 11

**1.5 TDCi 120 Zetec S** £21045 118 98 11

**1.5 TDCi 120 Titanium** £21295 118 98 11

**1.5 TDCi 120 Titanium X** £23295 118 98 11

**1.6 TDCi 95 Style** £18195 94 109 11

**1.6 TDCi 115 Zetec** £19695 114 109 16

**1.6 TDCi 115 Zetec S** £20945 114 109 16

**1.6 TDCi 115 Titanium** £21195 114 109 16

**2.0 TDCi 150 Titanium** £22635 148 109 16

**2.0 TDCi 150 Titanium X** £24635 148 109 16

**2.0 TDCi 185 ST** £22495 178 110 34

**2.0 TDCi 185 ST-2** £23995 178 110 35

**2.0 TDCi 185 ST-3** £26295 178 110 36

**FOCUS 5dr estate** Well-mannered and comfortable. An Octavia carries more ★★★★★

1.0T 100 EcoBoost Style £18695 99 109 10

1.0T 100 EcoBoost Titanium £21195 99 109 10

1.0T 100 EcoBoost Titanium X £23195 99 109 10

1.0T 100 EcoBoost Zetec £19695 99 109 10

1.0T 125 EcoBoost Titanium £21695 123 110 14

1.0T 125 EcoBoost Titanium X £23695 123 110 14

1.0T 125 Eco



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.5T 150 Titanium X Sport	£28345	148	143.20	
1.5T 182 Ecoboost Zetec AWD	£25160	180	171.21	
1.5T 182 Ecoboost Titanium AWD	£26795	180	171.21	
1.5T 182 Ecoboost Titanium X AWD	£29545	180	171.21	
1.5T 182i Ecoboost Titanium X Sport	£28249	180	171.21	
2.0 TDCi 150i Zetec 2WD	£22695	148	122.20	
2.0 TDCi 150i Titanium 2WD	£24345	148	122.20	
2.0 TDCi 150i Titanium X 2WD	£27095	148	122.20	
2.0 TDCi 150i Titanium X Sport	£30045	148	122.20	
2.0 TDCi 150i Zetec AWD	£24195	148	135.20	
2.0 TDCi 180i Titanium AWD	£26345	177	135.22	
2.0 TDCi 180i Titanium X AWD	£29095	177	135.22	
<b>C-MAX 5dr mvp</b> As fun to drive as it is easy to live with				
1.0T 100i Ecoboost Zetec S-S	£18695	99	117.10	
1.0T 125i Ecoboost Zetec S-S	£19195	123	117.10	
1.0T 100i Ecoboost Titanium S-S	£20195	99	117.10	
1.0T 125i Ecoboost Titanium S-S	£20695	123	117.10	
1.0T 125i Ecoboost Titanium X SS	£22695	123	117.14	
1.6 105i Zetec	£17655	103	149.11	
1.6T 150i Ecoboost Titanium S-S	£20855	148	144.19	
1.6T 182i Ecoboost Titanium X SS	£24095	180	144.22	
1.6 TDCi 115i Zetec	£19150	114	117.16	
1.6 TDCi 115i Titanium	£20650	114	117.16	
2.0 TDCi 140i Titanium	£22650	114	117.16	
2.0 TDCi 140i Titanium X	£21725	138	129.20	
2.0 TDCi 163i Titanium X	£24225	161	129.22	
<b>GRAND C-MAX 5dr mvp</b> Fun and practical small seven seater				
1.0T 100i Ecoboost Zetec S-S	£20295	99	119.10	
1.0T 125i Ecoboost Zetec S-S	£20795	123	119.10	
1.0T 100i Ecoboost Titanium S-S	£21795	99	119.10	
1.0T 125i Ecoboost Titanium S-S	£22295	123	119.10	
1.0T 125i Ecoboost Titanium X SS	£24295	99	119.14	
1.6T 150i Ecoboost Titanium S-S	£22250	148	149.19	
1.6T 182i Ecoboost Titanium X SS	£24950	180	149.22	
1.6 TDCi 115i Zetec	£20745	114	124.16	
1.6 TDCi 115i Titanium	£22045	114	124.16	
1.6 TDCi 115i Titanium X	£24045	114	124.16	
2.0 TDCi 140i Titanium	£23250	138	134.20	
2.0 TDCi 163i Titanium X	£25750	161	134.22	
<b>S-MAX 5dr mvp</b> Proof that MPVs need not be boring or ungainly. Still the benchmark				
1.6T 160i Ecoboost Zetec S-S	£23310	158	159.18	
1.6 160i Eco Titanium S-S	£25060	158	159.19	
2.0 203i Ecoboost Titanium auto	£26735	200	189.22	
2.0 240i TIT. X Sp. Au.	£31485	237	194.27	
1.6 TDCi 115i Zetec S-S	£24110	134	139.16	
1.6 TDCi 115i Eco Titanium S-S	£25860	134	139.17	
2.0 TDCi 140i Zetec	£24295	138	139.17	
2.0 TDCi 140i Titanium	£26045	138	139.18	
2.0 TDCi 163i Titanium	£26645	161	139.18	
2.0 TDCi 163i TIT. X Sp.	£30395	161	139.21	
2.2 TDCi 200i Titanium	£27870	177	174.26	
2.2 TDCi 200i TIT. X Sp.	£31620	197	174.26	
<b>GALAXY 5dr mvp</b> Huge seven-seater MPV. Easy to place on the road. Not cheap				
2.2 TDCi 200i Titanium X	£32875	197	179.27	
1.6 160i Ecoboost Zetec S-S	£25670	158	167.18	
1.6 160i Eco Titanium S-S	£27570	158	167.18	
1.6 160i Eco Titanium X S-S	£30070	158	167.18	
2.0 203i Ecoboost Titanium auto	£29235	200	189.24	
2.0 203i Ecoboost Titan X auto	£31735	200	189.25	
1.6 TDCi 115i Zetec S-S	£26460	134	139.16	
1.6 TDCi 115i Eco Titanium S-S	£28360	134	139.17	
1.6 TDCi 115i Eco TIT. X S-S	£30860	134	139.18	
2.0 TDCi 140i Zetec	£26645	138	139.20	
2.0 TDCi 140i Titanium	£28545	138	139.20	
2.0 TDCi 140i Titanium X	£31045	138	139.21	
2.0 TDCi 163i Titanium	£29145	161	139.23	
2.0 TDCi 163i Titanium X	£31645	161	139.23	
2.2 TDCi 200i Titanium	£30375	197	179.26	

<b>GINETTA</b>	
<b>G40 2dr coupé</b> Road-legal race car with stripped-out charm to spare	
R	£29950 175 181 -

<b>HONDA</b>	
<b>JAZZ 5dr hatch</b> Great packaging makes this a versatile, if not thrilling supermini	
1.2 i-VTEC SE	£13395 89 123.14
1.2 i-VTEC SE-T	£14390 89 123.14
1.4 i-VTEC ES Plus	£14895 99 129.19
1.4 i-VTEC ES Plus-T	£15890 99 129.19
1.4 i-VTEC Si-T	£15990 99 129.16
1.2 i-VTEC S	£11695 89 123.13
1.2 i-VTEC S A-C	£12545 89 123.13
1.2 i-VTEC S-T	£12690 89 123.13
1.2 i-VTEC S-T A-C	£13540 89 123.13
1.3 iMA Hybrid HE	£17150 97 104.16
1.3 iMA Hybrid HE-T	£18145 97 104.16
1.3 iMA Hybrid HS	£17650 97 104.16
1.3 iMA Hybrid HS-T	£18645 97 104.16
1.3 iMA Hybrid HS-X	£19250 97 104.16
1.3 iMA Hybrid HX	£20245 97 104.17
1.4 i-VTEC EX	£15995 99 129.16
1.4 i-VTEC EXL	£17195 99 129.16
1.4 i-VTEC EXL-T	£16990 99 129.16
1.4 i-VTEC EXL-T	£18190 99 129.16
1.4 i-VTEC Si	£14995 99 129.16
<b>CIVIC 5dr hatch</b> A real contender, but the lack of rear legroom is a hindrance	
1.4 i-VTEC S	£15975 99 129.5
1.4 i-VTEC S-Nav	£16815 99 129.5
1.6 i-VTEC EX Plus	£25140 98 129.16
1.6 i-VTEC S	£18755 98 145.15
1.6 i-VTEC SE Plus	£20570 98 145.15
1.6 i-VTEC SE Plus-Nav	£21180 98 145.15
1.6 i-VTEC S-Nav	£19360 98 145.15
1.6 i-VTEC SR	£23140 98 145.16
1.8 i-VTEC EX Plus	£23935 99 145.15
1.8 i-VTEC S	£17635 99 137.13
1.8 i-VTEC SE Plus	£19655 99 145.14
1.8 i-VTEC SE Plus-Nav	£20175 99 145.14
1.8 i-VTEC S-Nav	£18245 99 137.14
1.8 i-VTEC SR	£22135 99 145.14
1.8 i-VTEC Sport	£19615 99 145.14
1.8 i-VTEC Sport-Nav	£20225 99 145.14
1.6 i-VTEC Sport	£20820 98 118.95
1.6 i-VTEC Sport-Nav	£21430 98 118.95

<b>HYUNDAI</b>	
<b>i10 5dr hatch</b> Second gen i10 still close to the best. Mature drive, spacious cabin, low price	
1.0 S	£8705 65 108.1
1.0 S Air	£9370 65 108.1
1.0 SE	£9770 65 108.1
1.0 SE Blue Drive	£10020 65 98.1
1.0 Premium	£10470 65 108.1
1.2 SE	£10270 66 114.4
1.2 Premium	£10970 66 114.4
<b>120i 5dr hatch</b> Very good value hatch. Fun a by-product, practicality mostly spot on	
1.2 i-VTEC	£10695 76 112.5
1.2 75 S	£11445 76 112.5
1.2 84 SE	£12725 84 119.6
1.2 84 Premium	£13725 84 119.6
1.2 84 Premium SE	£14725 84 119.6
1.4 100 SE	£13325 98 127.10
1.4 100 Premium	£14325 98 127.10
1.4 100 Premium SE	£15325 98 127.10
1.4 CRDi 75 S Blue	£12445 74 84.6
1.4 CRDi 75 SE	£14225 74 103.6
1.4 CRDi 90 SE	£14725 89 106.11
1.4 CRDi 90 Premium	£15725 89 106.12
1.4 CRDi 90 Premium SE	£16725 89 106.12
<b>130i 5dr hatch</b> As good as we've come to expect, but not one inch better	
1.4 100 S	£15195 98 138.7
1.4 100 SE	£16495 98 138.7
1.6 120 SE auto	£17895 118 158.9
1.6 120 Premium	£20295 118 145.9
1.6 CRDi 110i Blue Drive S	£17195 99 94.11
1.6 CRDi 110i Blue Drive SE	£18495 99 94.11
1.6 CRDi 136i Blue Drive Premium	£22295 134 102.11
<b>130i TOURER 5dr estate</b> As good as we've come to expect, but not one inch better	
1.6 120 S	£16895 118 145.9
1.6 120 SE	£18195 118 145.9
1.6 120 SE auto	£18295 99 94.11
1.6 CRDi 110i Blue Drive S	£19595 134 102.11
<b>140i 4dr saloon</b> Useful, inflexible and well-priced. No fireworks here	
1.7 CRDi 115i B'Drive Premium	£23485 114 113.13
1.7 CRDi 115i B'Drive Active	£21205 114 113.12
1.7 CRDi 136i B'Drive Active	£21155 134 119.16
1.7 CRDi 136i B'Drive Premium	£23255 134 119.16
1.7 CRDi 136i B'Drive Premium	£25655 134 119.17
<b>1X20i 5dr hatch</b> Usable high-roofed hatch, but short on flair	
1.6 CRDi 115i Active Blue Drive	£15385 114 117.13
1.6 CRDi 115i Style Blue Drive	£16335 114 117.13
1.4 Class	£12515 89 140.7
1.4 Active	£13665 89 140.8
1.4 Style	£14615 89 140.8
1.6 Active Au	£15010 123 154.10
1.6 Style Au	£15960 123 154.10
1.6 CRDi 90i Class	£13835 89 119.9
<b>1X35i 5dr 4x4</b> Classy, roomy cabin, predictable handling. Very competitive	
1.6 GDi S 2WD	£17150 138 158.14
1.6 GDi S B'Drive 2WD ISG	£17330 138 149.14
1.6 GDi SE 2WD	£18750 138 158.14
1.6 GDi SE B'Drive 2WD ISG	£18930 138 149.14
1.6 GDi SE Nav 2WD	£19800 138 158.14
1.6 GDi SE Nav B'Drive 2WD ISG	£19980 138 149.14
2.2 CRDi SE Nav 2WD	£21300 149 139.14
2.2 CRDi Premium 2WD	£23000 149 139.14
2.2 CRDi Prem Panorama 2WD	£23800 149 139.14
1.7 CRDi S 2WD	£18650 114 139.14
2.0 CRDi S 2WD	£20250 149 139.14
2.0 CRDi S 36 4WD	£25900 134 149.18
2.0 CRDi Prem Panorama 4WD	£26700 134 149.18
2.0 CRDi SE 136 4WD	£23150 134 149.18
2.0 CRDi SE Nav 136 4WD	£24200 134 149.18
<b>SANTA FE 5dr 4x4</b> An injection of class has enhanced the Santa Fe's easygoing appeal	
2.2 CRDi SE 4WD 5st	£27995 194 159.19
2.2 CRDi SE 4WD 7st	£29145 194 159.19
2.2 CRDi Premium 4WD 5st	£30595 194 159.19
2.2 CRDi Premium 4WD 7st	£31900 194 159.19
2.2 CRDi Premium SE 4WD 7st	£35395 194 159.20

<b>INFINITI</b>	
<b>Q50 4dr saloon</b> Credible compact saloon competitor with some novel touches	
3.5 V6 Hybrid Sport AWD	£42340 359 144.42
2.0T Premium Tech	£32455 208 146.40
2.0T Premium Tech	£38955 208 146.40
2.0T Sport	£34825 208 146.40
2.0T Sport Tech	£39725 208 146.40
3.5 V6 Hybrid Sport	£40695 359 144.42
3.5 V6 Hybrid Sport Tech	£45595 359 144.42
3.5 V6 Hybrid Sport Tech AWD	£47240 359 159.42
2.2d SE	£28650 168 114.29
2.2d Premium Tech	£31050 168 114.30
2.2d Premium Tech	£37550 168 114.30
2.2d Sport Tech	£33420 168 118.30
2.2d Sport Tech	£38320 168 118.30
<b>Q60 2dr coupé</b> High-class coupe. Refined, potent and entertaining	
3.7 V6 060 GT	£36790 315 246.45
3.7 V6 060 S	£38680 315 246.45
3.7 V6 060 S Premium	£41870 315 246.45
<b>Q60 COUPE CABRIOLET 2dr open</b> Desirable, enjoyable coupe-cabriolet. Poor residuals	
3.7 V6 060 GT Premium auto	£45740 315 264.48
<b>Q70 4dr saloon</b> Pleasant, well-equipped big saloon	
3.5 Hybrid Premium	£43250 235 145.45
3.5 Hybrid Premium Tech	£47350 235 145.45
3.7 Sport Tech	£44850 315 145.45
2.2d Premium Tech	£33400 168 129.46
2.2d Premium Tech	£37500 168 129.46
2.2d Sport	£36600 168 129.46
2.2d Sport Tech	£38950 168 129.46
<b>QX50 50</b>	



## AUTOCAR TOP FIVES

## Warm hatches



**1 Ford Fiesta Zetec S Black** From £13,000  
Gets the most powerful version of the 1.0 EcoBoost. Easier to live with than an ST and almost as much fun. ★★★★★



**2 Mini Cooper** From £15,000  
Never mind the S; the three-pot Cooper is the best-value Mini money can buy. The best to drive, too. Great car. ★★★★★



**3 Suzuki Swift Sport** From £13,000  
The cheap, pretty and chuckable Swift defines this category best. Fun cannot be had more cheaply than this. ★★★★★



**4 Seat Ibiza FR** From £16,000  
VW's latest four-pot gives the Ibiza some real grunt. Shame the chassis it's connected to is less than compelling. ★★★★★



**5 Fiat 500 Abarth** From £14,000  
One of the cutest cars on sale is also pleasing to drive. The handling is keen, but the ride is a bit too firm. ★★★★★

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>QUATTROPORTE 4dr</b> Not quite as sophisticated as it might have been. ★★★★★				
3.0 V6 S	£81555	404	242	50
3.8 V8 GTS	£109625	523	274	50
<b>GRANTURISMO 2dr</b> Fantastic looks and soundtrack, average chassis ★★★★★				
4.2 V8	£82280	400	330	50
4.7 V8 Sport	£90810	453	331	50
4.7 V8 MC Stradale	£110135	453	360	50
<b>GRANCABRIO 2dr</b> Fantastic looks and soundtrack, average chassis ★★★★★				
4.7 V8	£98340	433	337	50
4.7 V8 Sport	£103935	453	337	50

## MAZDA

**2 5dr hatch** Much more grown-up now. Handsome and comfortable - if slightly less fun. ★★★★★

1.5 75 SE	£11995	74	110	-
1.5 75 SE-L	£12995	74	110	-
1.5 90 SE-L	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15395	90	105	-
1.5 115 Sport Nav	£15995	113	117	-
1.5D 105 SE-L	£15995	104	89	-
1.5D 105 SE-L Nav	£16395	104	89	-
1.5D 105 Sport	£16995	104	89	-
1.5D 105 Sport Nav	£17395	104	89	-

**3 5dr hatch** Refined, well-priced family choice. Dynamically satisfying, too. ★★★★★

1.5 100 SE	£16995	99	119	13
1.5 100 SE-L Nav	£17595	99	119	13
2.0 120 SE	£17295	118	119	17
2.0 120 SE-L Nav	£17895	118	119	17
2.0 120 SE-L	£18795	118	119	18
2.0 120 SE-L Nav	£19395	118	119	18
2.0 120 Sport Nav	£20195	118	119	18
2.0 165 Sport Nav	£21920	162	135	22
2.2D 150 SE	£19645	148	107	24
2.2D 150 SE-L Nav	£20245	148	107	24
2.2D 150 SE-L	£21145	148	107	24
2.2D 150 SE-L Nav	£21745	148	107	24
2.2D 150 Sport Nav	£22545	148	107	24

**6 4dr saloon** A compelling mix of size, economy and performance. Interior a let down. ★★★★★

2.0 145 SE	£17995	143	129	18
2.0 145 SE-L Nav	£20495	143	129	18
2.0 145 SE-L	£20795	143	129	16
2.0 145 SE-L Nav	£21495	143	129	16
2.0 165 Sport Nav	£24595	162	135	21
2.2D 150 SE	£22295	148	108	21
2.2D 150 SE-L Nav	£22995	148	108	21
2.2D 150 SE-L	£23295	148	108	21
2.2D 150 SE-L Nav	£23995	148	108	21
2.2D 150 Sport Nav	£26395	148	108	21
2.2D 175 Sport Nav	£26795	173	119	23

**6 5dr tourer** A compelling mix of size, economy and performance. Interior a let down. ★★★★★

2.0 145 SE-L Nav	£22425	143	129	16
2.0 165 Sport Nav	£25395	162	135	19
2.2D 150 SE-L Nav	£23795	148	116	21
2.2D 175 Sport Nav	£27195	173	119	23
2.0 145 SE-L	£21725	143	131	16
2.2D 150 SE	£23095	148	116	21
2.2D 150 SE-L	£24095	148	116	19
2.2D 150 SE-L Nav	£24795	148	116	19
2.2D 150 Sport Nav	£27195	148	116	21

**CX-5 5dr 4x4** Superb diesel engine mated to above average package. ★★★★★

2.0 Skyactiv-G 165 SE-L Nav	£22995	162	139	15
2.0 Skyactiv-G 165 Sport Nav	£25395	162	139	16
2.2D Skyactiv-D 150 SE-L Nav	£24795	148	119	18
2.2D Sky-D 150 SE-L Lux Nav	£26395	148	119	18
2.2D Skyactiv-D 150 Sport Nav	£27195	148	119	18
2.2D Sky-D 150 SE-L Nav AWD	£26695	148	136	17
2.2D Sky-D 175 Sport Nav AWD	£29395	173	136	21

**5 5dr mpv** Functional seven-seater, but not unpleasant to drive. Lots of kit. ★★★★★

2.0 150 Sport Venture	£20495	148	159	16
1.6D 115 Sport Venture	£21895	114	138	16

**MX-5 2dr** open The old recipe - but done better. Lean, low-cost and pretty. As it should be. ★★★★★

1.5i Sport Nav	£22445	129	139	-
1.5i SE	£18495	129	139	-
1.5i SE-L	£19245	129	139	-
1.5i SE-L Nav	£19845	129	139	-
1.5i Sport	£21845	129	139	-
2.0i SE-L	£20095	153	-	-
2.0i SE-L Nav	£20695	153	-	-
2.0i Sport	£22695	153	-	-
2.0i Sport Nav	£23295	153	-	-

## MCLAREN

**650S 2dr** coupé Extraordinary pace and handling. The car the 12C should have been. ★★★★★

3.8 V8 £195250 641 - 50

**650S SPIDER 2dr** open More of the same although noisier - and better for it. ★★★★★

3.8 V8 £215250 641 - 50

**P1 2dr** coupé Other-worldly. As worthy of a place in hypercar history as the F1. ★★★★★

3.8 V8 £866000 903 194 50

## MERCEDES-BENZ

**A-CLASS 5dr hatch** Desirability on message; ride quality seriously off-piste. ★★★★★

A180 CDI SE ECO	£21965	107	92	16
A250 Engi <sup>red</sup> by AMG 4MATIC	£30910	208	154	34
A180 SE	£20715	121	128	18
A180 Sport	£21840	121	133	18
A200 Sport	£23365	154	134	23
A200 AMG Sport	£24615	154	136	24
A250 Engineered by AMG Sport	£29375	208	140	34
A45 AMG 4MATIC	£38195	354	161	43
A180 CDI SE auto	£23240	107	98	16
A180 CDI Sport	£22785	107	102	16
A180 CDI AMG Sport	£24035	107	105	16
A200 CDI Sport	£23860	134	118	20
A200 CDI AMG Sport	£25110	134	121	21
A220 CDI AMG Sport	£27760	168	115	25

## B-CLASS 5dr hatch

A slightly odd prospect, but practical and classy. ★★★★★

B180 SE	£21500	120	129	16
B180 Sport	£22225	120	129	16
B200 AMG Line	£23520	120	129	16
B200 SE	£22575	154	130	16
B200 Sport	£23300	154	130	16
B200 AMG Line	£24595	154	130	16
B180 CDI SE ECO	£22575	108	94	15
B180 CDI SE	£22575	108	108	15
B180 CDI AMG Line	£24665	108	108	15
B200 CDI SE	£23650	134	111	20
B200 CDI Sport	£24245	134	111	20
B200 CDI AMG Line	£25540	134	111	20
B220 CDI Sport	£27125	168	107	25

**CLA 4dr saloon** Attractive from some angles, unappealing from others. Dynamics to match. ★★★★★

CLA 200 CDI AMG Sport	£29125	134	117	27
CLA 200 CDI Sport	£26925	134	117	27
CLA 250 AMG Sport 4Matic	£33405	208	154	24
CLA180 Sport	£24775	121	130	23
CLA180 AMG Sport	£26975	121	130	24
CLA45 AMG	£42270	354	161	45
CLA220 CDI Sport	£29775	168	117	28
CLA220 CDI AMG Sport	£31975	168	117	28

**C-CLASS 2dr coupé** Nice balance of style, usability and driver reward. ★★★★★

C63 AMG Edition 507	£68495	451	280	44
C180 AMG Sport Edition	£29965	154	149	35
C220 CDI Exe. SE	£31130	168	109	34
C220 CDI AMG Sport Edition	£32460	168	133	38
C250 CDI AMG Sport Edition	£33515	201	143	41

**C-CLASS 4dr saloon** Stellar cabin and polished drive increase appeal; engines not so good. ★★★★★

C200 SE	£22720	181	123	31
C200 Sport	£29265	181	124	31
C200 AMG Line	£30890	181	128	31
C63 AMG	£59800	469	192	-
C63 AMG S	£66550	503	192	-
C200 BlueTEC SE	£28985	134	102	25
C200 BlueTEC S	£30980	134	102	25
C200 BlueTEC AMG Line	£32475	134	102	25
C220 BlueTEC SE	£29780	168	103	31
C220 BlueTEC Sport	£31775	168	104	31
C220 BlueTEC AMG Line	£33270	168	104	31
C250 BlueTEC SE	£32435	201	117	35
C250 BlueTEC Sport	£34430	201	117	35
C250 BlueTEC AMG Line	£35925	201	117	35
C300 BlueTEC Hybrid SE	£35045	201	94	-
C300 BlueTEC Hybrid Sport	£37040	201	94	-
C300 BlueTEC Hybrid AMG Line	£38535	201	94	-

**C-CLASS 5dr estate** Decent practicality and fantastic interior - but only okay to drive. ★★★★★

C200 BlueTEC AMG Line	£33675	134	102	25
C200 BlueTEC S	£30185	134	102	25
C200 BlueTEC Sport	£32180	134	102	25
C200 SE	£28470	181	128	31
C220 BlueTEC SE	£30980	168	108	31
C250 BlueTEC SE	£33635	201	117	35
C63 AMG	£61000	469	196	47
C63 AMG S	£67750	503	196	47
C200 Sport	£30465	181	128	31
C200 AMG Line	£32090	181	128	31
C220 BlueTEC Sport	£32975	168	108	31
C220 BlueTEC AMG Line	£34470	168	108	31
C250 BlueTEC Sport	£35630	201	117	35
C250 BlueTEC AMG Line	£37125	201	117	35

**E-CLASS 4dr saloon** A return to the old Merc qualities. Refined and relaxing. ★★★★★

E63 AMG Hybrid AMG Sport	£42375	204	109	43
E63 AMG S	£84110	549	232	47
E200 SE	£34340	181	138	36
E200 AMG Line	£36850	181	142	37
E250 SE	£35470	208	138	38
E250 AMG Line	£37980	208	142	39
E63 AMG	£74115	549	230	47
E300 BlueTEC Hybrid SE	£39880	204	109	43
E220 BlueTEC SE	£34270	168	120	34
E220 BlueTEC AMG Line	£36765	168	129	35
E250 CDI SE	£36820	201	129	39
E250 CDI AMG Line	£39445	201	134	40
E350 BlueTEC AMG Line	£41210	248	154	44

**E-CLASS 5dr estate** A return to the old Merc qualities. Refined and relaxing. ★★★★★

E220 BlueTEC AMG Line	£38555	168	135	35
E220 BlueTEC SE	£36060	168	133	34
E250 AMG Line	£39770	208	147	39
E250 CDI AMG Line	£41250	201	145	40
E250 CDI SE	£38755	201	143	39
E250 SE	£37275	208	144	38
E300 BlueTEC Hybrid AMG Line	£44165	201	119	44
E300 BlueTEC Hybrid SE	£41670	201	119	44
E350 BlueTEC AMG Line	£43015	248	159	44
E63 AMG	£75905	549	234	47
E63 AMG S	£85900	582	234	47

**E-CLASS 2dr coupé** A return to the old Merc qualities. Refined and relaxing. ★★★★★

E200 AMG Line	£38635	181	140	39
E400 AMG Line Plus	£46425	329	176	45
E220 BlueTEC SE	£36615	168	123	38
E220 BlueTEC AMG Line	£39310	168	126	39
E250 CDI BlueTEC AMG Line	£40930	201	129	43
E350 BlueTEC AMG Line	£42625	228	149	46

**E-CLASS CABRIOLET 2dr** open Nice cabin, but ride isn't great. Six-pot engines best. ★★★★★

S35 AMG	£163075	621	279	30
<b>S-CLASS 4dr saloon</b>	Still the best luxury car in the real world. Calm, advanced, rewarding ★★★★★			
S500 Plug-in Hybrid	£82965	436	65	50
S500 L AMG Line	£88400	449	207	50
S400 Hybrid L SE Line	£70935	328	147	49
S400 Hybrid L AMG Line	£74930	328	153	49



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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.2 D16-T 115 Tekna	£23800	113	129	14
1.6 D16-T 163 N-tec	£23200	161	138	14
1.6 D16-T 163 N-tec +	£23750	161	138	14
1.6 D16-T 163 Tekna	£25300	161	138	14
1.5 dCi 110 Visia	£20015	109	99	17
1.5 dCi 110 Acenta	£21600	109	99	17
1.5 dCi 110 N-tec	£23450	109	99	14
1.5 dCi 110 N-tec +	£24000	109	99	14
1.5 dCi 110 Tekna	£25550	109	99	15
1.6 dCi 130 Tekna	£26800	128	115	19
<b>X-TRAIL 5dr 4x4</b> Sleek, Qashqai-based crossover is an easy win if you require seven seats				
1.6 dCi Visia 2WD	£23195	128	129	19
1.6 dCi Acenta 2WD	£24995	128	129	19
1.6 dCi Acenta 4WD	£26695	128	139	20
1.6 dCi n-tec 2WD	£27645	128	129	19
1.6 dCi n-tec 4WD	£29345	128	139	20
1.6 dCi Tekna 2WD	£29645	128	129	19
1.6 dCi Tekna 4WD	£31345	128	139	20
<b>370Z 2dr coupé</b> Great engine and potential handling. Lots of road noise				
3.7 V6 Nismo	£37585	345	248	46
3.7 V6	£27445	323	248	46
3.7 V6 GT	£32525	323	248	46
<b>GT-R 2dr coupé</b> A benchmark power, sensational value				
3.8 V6 2014 MY	£78030	523	275	50
3.8 V6 Nismo	£125000	523	275	50
<b>NOBLE</b>				
<b>M600 2dr coupé</b> A new era for the Brit maker. Outrageous pace and handling				
4.4 V8	£200000	650	-	-
<b>PEUGEOT</b>				
<b>ION 5dr hatch</b> Good electric powertrain, comically expensive				
63	£26216	63	0	28
66 UK drive	£26216	63	0	28
<b>108 3dr hatch</b> Sister car to the Aygo. And distant second to most city car rivals				
1.0 Access	£8345	68	95	6
1.0 Active	£9595	68	95	6
1.0 Active Top	£10595	68	95	7
1.0 Active S-S	£9845	68	88	6
1.0 Active S-S Top	£10845	68	88	7
1.2 VTI Allure	£11095	81	99	11
1.2 VTI Allure Top	£12095	81	99	11
1.2 VTI Felina	£11945	81	99	11
<b>108 5dr hatch</b> Sister car to the Aygo. And distant second to most city car rivals				
1.0 Access	£9995	68	95	6
1.0 Active Top	£10995	68	95	7
1.0 Active S-S	£10245	68	88	6
1.0 Active S-S Top	£11245	68	88	7
1.2 VTI Allure	£11495	81	99	11
1.2 VTI Allure Top	£12495	81	99	11
1.2 VTI Felina	£12345	81	99	11
<b>208 3dr hatch</b> Big improvement for Peugeot, if not the supermini class				
1.0 VTI Access	£10195	67	99	5
1.0 VTI Access +	£11445	67	99	6
1.0 VTI Active	£12395	67	99	6
1.2 VTI Access +	£11945	81	104	8
1.2 VTI Active	£12895	81	104	8
1.2 VTI Allure	£14295	81	104	8
1.2 VTI Style	£13645	81	104	11
1.6 THP 156 XY	£18150	154	135	26
1.6 THP 200 GTi	£19100	197	139	30
1.4 HDi Access+	£13245	67	98	11
1.4 HDi Active	£14195	67	98	11
1.4 HDi Style	£14945	67	98	10
1.6 e-HDi 92 Style	£15595	91	95	17
1.6 e-HDi 92 Allure	£16245	91	95	17
1.6 e-HDi 92 XY	£17895	91	95	16
1.6 e-HDi 115 XY	£18545	113	99	20
<b>208 5dr hatch</b> Big improvement for Peugeot, if not the supermini class				
1.0 VTI Access	£10795	67	99	5
1.0 VTI Access +	£12045	67	99	6
1.0 VTI Active	£12995	67	99	6
1.2 VTI Active	£13495	81	104	8
1.2 VTI Access +	£12545	81	104	8
1.2 VTI Allure	£14695	81	104	8
1.2 VTI Style	£14245	81	104	11
1.6 VTI Allure auto	£16850	118	149	14
1.6 VTI Felina	£17245	118	129	14
1.4 HDi Access+	£13845	67	98	11
1.4 HDi Active	£14795	67	98	11
1.4 HDi Style	£15545	67	98	10
1.6 e-HDi Active EGC	£15495	67	87	11
1.6 e-HDi 92 Style	£16195	91	95	17
1.6 e-HDi 92 Allure	£16645	91	95	17
1.6 e-HDi 115 Felina	£18695	113	99	19
<b>308 5dr hatch</b> Thoughtfully developed and very well appointed but still no class leader				
1.2 PureTech 82 Access	£14995	81	117	9
1.2 PureTech 110 Active	£17945	108	105	13
1.2 PureTech 110 Allure	£19145	81	107	13
1.2 PureTech 110 Sportium	£17445	108	105	11
1.2 PureTech 130 Active	£18695	128	107	14
1.2 PureTech 130 Allure	£19895	128	110	15
1.2 PureTech 130 GT Line	£21445	128	110	16
1.6 THP 205 GT	£24095	202	130	26
1.6 HDi 92 Access	£16945	91	93	15
1.6 HDi 92 Active	£18645	91	93	15
1.6 Blue HDi 120 Active	£19845	118	82	22
1.6 Blue HDi 120 Allure	£21045	118	84	24
1.6 HDi 115 Active	£19445	113	95	18
1.6 HDi 115 Allure	£20645	113	100	18
1.6 HDi 115 GT Line	£22195	113	100	18
2.0 Blue HDi 150 Allure	£21945	148	97	25
2.0 Blue HDi 150 GT Line	£23495	148	97	26
2.0 Blue HDi 180 GT	£25945	178	103	29
<b>308 SW 5dr estate</b> Thoughtfully developed and very well appointed but still no class leader				
1.2 PureTech 110 Access	£17145	108	109	13
1.2 PureTech 110 Active	£18845	108	109	13
1.2 PureTech 110 Allure	£20045	81	111	13
1.2 PureTech 130 Active	£19595	128	109	14
1.2 PureTech 130 Allure	£20795	128	115	15
1.6 BlueHDi 120 Active	£20745	118	85	20
1.6 BlueHDi 120 Allure	£21945	118	88	21
1.6 HDi 115 Active	£20345	113	95	18
1.6 HDi 115 Allure	£21545	113	100	18
1.6 HDi 92 Access	£17845	91	99	15
1.6 HDi 92 Active	£19545	91	99	15
1.2 PureTech 130 GT Line	£22345	128	115	16
1.6 HDi 115 GT Line	£23095	113	100	18
2.0 BlueHDi 150 Allure	£22845	148	105	24
2.0 BlueHDi 150 GT Line	£24395	148	105	26
2.0 BlueHDi 180 GT	£26845	178	107	29
<b>508 4dr saloon</b> Competent and likeable package, although lacks any real spark				
2.2 HDi 200 GT	£30645	201	140	37
1.6 e-HDi 115 Active Nav	£22195	113	109	24
1.6 e-HDi 115 Allure Nav	£24295	113	111	25
2.0 HDi 140 Active Nav	£22595	140	115	27
2.0 HDi 140 Allure Nav	£24695	140	119	28
2.0 BlueHDi 150 Allure Nav	£25795	148	101	30
2.0 HDi 163 Allure Nav auto	£26595	161	140	30
2.0 HDi Hybrid4 Allure Nav	£31995	200	91	36
<b>508 SW 5dr estate</b> As good as saloon, only better looking				
1.6 e-HDi 115 Active Nav	£23395	113	110	24
1.6 e-HDi 115 Allure Nav	£25695	113	112	25
2.0 BlueHDi 150 Allure Nav	£27195	148	102	30
2.0 HDi 140 Active Nav	£23795	140	120	27
2.0 HDi 140 Allure Nav	£26095	140	125	28
2.0 HDi 163 Allure Nav auto	£27995	161	144	30
2.2 HDi 200 GT	£32045	201	144	37
<b>2008 5dr hatch</b> Efficient and well-mannered but short on space and style				
1.2 VTI 82 Access +	£13195	81	114	10
1.2 VTI 82 Active	£14295	81	114	11
1.2 VTI 82 Allure	£15595	81	114	11
1.6 VTI 120 Allure	£16750	118	135	20
1.6 VTI 120 Felina Calima	£18150	118	135	19
1.6 VTI 120 Felina Mistral S-S	£18150	118	135	19
1.4 HDi 70 Access +	£14495	67	104	10
1.4 HDi 70 Active	£15595	67	104	10
1.6 e-HDi 92 Active S-S	£16245	91	103	17
1.6 e-HDi 92 Active EGC S-S	£16845	91	98	17
1.6 e-HDi 92 Allure S-S	£17745	91	103	18
1.6 e-HDi 92 Felina Calima	£19145	91	103	17
1.6 e-HDi 92 Felina Mistral	£19445	91	103	17
1.6 e-HDi 115 Allure S-S	£18345	113	105	20
1.6 e-HDi 115 Felina Calima SS	£19745	113	105	20
1.6 e-HDi 115 Felina Mistral S	£20045	113	105	20
<b>3008 5dr mpv</b> Good handling and flexible cabin. Split tailgate a useful touch				
2.0 HDi 163 Allure Au	£25050	161	145	23
1.6 VTI 120 Access	£17550	118	155	17
1.6 VTI 120 Active	£19250	118	155	17
1.6 VTI 120 Allure	£21200	118	155	17
1.6 THP 156 Allure	£22050	154	154	23
1.6 HDi 115 Access	£19345	113	125	18
1.6 HDi 115 Active	£20795	113	125	18
1.6 HDi 115 Allure	£22745	113	127	18
1.6 e-HDi 115 Access EGC	£20195	113	110	18
1.6 e-HDi 115 Active EGC	£21645	113	110	18
1.6 e-HDi 115 Allure EGC	£23595	113	112	17
2.0 HDi FAP 150 Active	£21900	148	139	24
2.0 HDi FAP 150 Allure	£23850	148	139	24
2.0 HDi Hybrid 4 Active	£27245	197	85	30
2.0 HDi Hybrid 4 Allure	£28245	197	99	31
<b>5008 5dr mpv</b> Well resolved ride and handling with a useful 7-seat interior				
1.6 VTI 120 Access	£19350	118	159	13
1.6 VTI 120 Active	£21100	118	159	15
1.6 THP 156 Allure	£23750	154	163	19
1.6 e-HDi 115 Access EGC	£21895	113	113	16
1.6 e-HDi 115 Active EGC	£23495	113	123	17
1.6 e-HDi 115 Allure EGC	£25295	113	126	16
1.6 HDi 115 Access	£21045	113	124	16
1.6 HDi 115 Allure	£22745	113	128	17
1.6 HDi 115 Active	£24550	113	135	16
2.0 HDi 150 Active	£23750	148	138	20
2.0 HDi 163 Active auto	£24950	161	149	20
2.0 HDi 150 Allure	£25550	148	140	20
2.0 HDi 163 Allure auto	£26750	161	149	20
<b>RCZ 2dr coupé</b> Classy, interesting, fun coupe. Peugeot's got its mojo back				
1.6 THP 156 Sport	£22350	154	149	27
1.6 THP 156 GT	£24750	154	149	28
1.6 THP 200 GT	£27150	197	155	34
1.6 THP 270 R	£32250	266	145	42
1.6 THP 163 Sport	£24200	161	130	29
2.0 HDi 163 GT	£26600	161	130	30
<b>PORSCHE</b>				
<b>BOXSTER 2dr open</b> Honed, toned and cosmetically enhanced. Scarily brilliant				
2.7	£40098	261	195	40
3.4 S	£48553	311	211	43
3.4 GT	£54567	326	211	44
<b>CAYMAN 2dr coupé</b> Roof seals the deal. A five-star car by any measure				
2.7	£40239	271	195	37
3.4 S	£49478	320	211	41
3.4 GT	£56092	335	211	43
<b>911 2dr coupé</b> The best just got better. Still more than worthy of its iconic status				
3.4 Carrera	£74204	345	211	46
3.4 Carrera 4	£79060	345	218	46
3.8 Carrera S	£84240	395	223	47
3.8 Carrera 4S	£89325	395	233	48
3.8 Turbo	£121523	514	227	48
3.8 Turbo S	£143045	552	227	48
3.8 GT3	£101695	468	289	48
<b>911 CARRIOT 2dr open</b> The best just got better. Still more than worthy of its iconic status				
3.4 Carrera	£82864	345	216	49
3.8 Carrera S	£93129	395	228	50
3.4 Carrera 4	£87720	345	223	49
3.4 Targa 4	£97985	395	235	50
3.8 Targa 4S	£97985	395	237	50
3.8 Turbo	£130148	513	231	50
3.8 Turbo S	£151782	552	231	50
<b>918 SPYDER 2dr open</b> Porsche's hybrid hypercar. A rare and hugely fast new five-star model				
4.6 V8	£657400	875	70	50
<b>MACAN 5dr 4x4</b> Spookily good handling. A sports utility vehicle in the purest sense				
2.0	£41928	234	175	-



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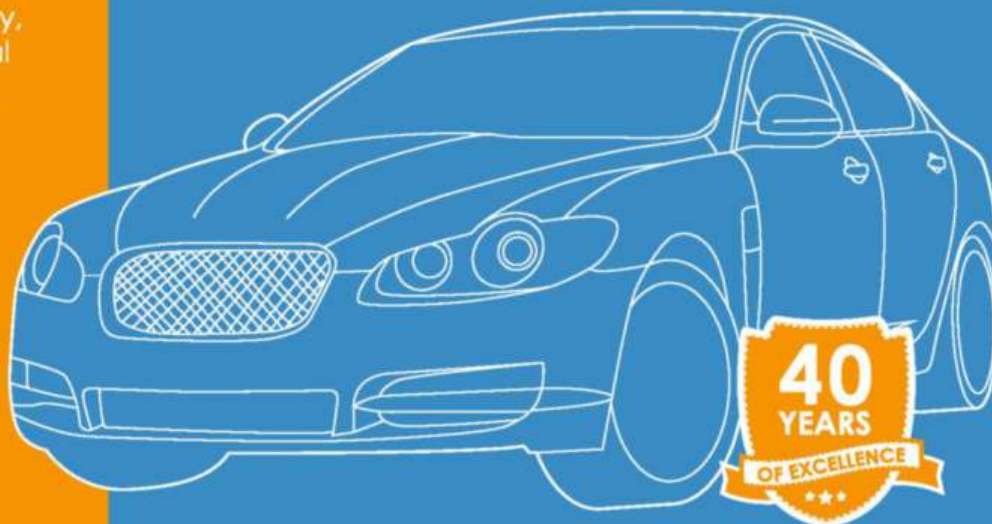
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## WHAT'S COMING WHEN



## Mercedes-Benz C-Class Coupé Winter 2015

Mercedes-Benz's rival for the Audi A5 and BMW 4 Series gets an expanded range of engines and new styling for its second generation. It features the same interior as the regular C-Class saloon but gets exterior design inspiration from the S-Class Coupé. Fuel consumption is said to have dropped by 27%, too. **Price From £30,000 (est)**

## AUTUMN/WINTER 2015

Alpina D3 Biturbo, Audi A4, Alfa Romeo Giulia, BMW X1, DS 4 facelift, Ford EcoSport, Hyundai Santa Fe facelift, Tucson, Jaguar XF, F-Type SVR, Jeep Grand Cherokee facelift, Kahn Vengeance, Flying Huntsman Pick-Up, Kia Optima, Cee'd facelift, Koenigsegg Regera, Agera RS, Lexus GS F, RX, Mercedes-Benz A-Class facelift, C-Class Coupé, G500 4x4, GLC, Mini Clubman, Nissan Murano, Pulsar Nismo, Peugeot 308 GTi, Porsche 911 facelift, Renault Mégane RS 275, Seat Ibiza facelift, Skoda Superb, Smart Forfour Brabus, Fortwo Cabriolet, Subaru Levorg, Tesla Model X, Vauxhall Astra, Volkswagen Golf GTI, Transporter, Touran, Tiguan, Vuhl 05

## SPRING 2016

Alpina B7, Audi S8 Plus, S4, Q1, R8 Spyder, Bentley Bentayga, BMW M2, M4 GTS, Cadillac C16, Chevrolet Camaro, Elemental R1, Ferrari 488 Spider, Ford Focus RS, Edge, Infiniti Q30, Honda NSX, Hyundai i20 Active, i20 1.0, Jaguar P-Pace, Kia Sportage, Kahn Speed 7, Lamborghini Aventador SV roadster, Lotus 3-Eleven, Maserati Levante, Mercedes-AMG C63 Coupé, Mercedes-Benz S-Class Cabriolet, Mini Countryman, Porsche Boxster facelift, Toyota Prius, Toyota C-HR, RAV4 facelift, Volkswagen Golf GTI Clubsport, Volvo S90

## SUMMER 2016

Alfa Romeo Mito facelift, Alpine A120, Aston Martin DB11, BMW 1 Series saloon, Borgward BX7, Ferrari F12 Speciale, Fiat 124 Spider, Ford Ka, Infiniti QX30, Mercedes-AMG SL63, E-Class, SLC, Mercedes-Maybach S-Class Pullman, MG GS, Mitsubishi Outlander facelift, Renault Mégane, Seat Leon SUV, Skoda Roomster

## AUTUMN/WINTER 2016

Ford GT, Hyundai Hybrid, Mercedes-AMG GT3, E63, Morgan EV3, Nissan Juke, Renault Scenic, Vauxhall Insignia

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## VW Golf GTI Clubsport Spring 2016

The GTI Clubsport will be the most powerful production Volkswagen Golf GTI ever made when it goes on sale early next year. It's powered by the same turbocharged 2.0-litre four-cylinder petrol engine already used in the Golf GTI, but with power boosted to 261bhp – well above the 227bhp offered by the current GTI. It also gets styling modifications and new interior trim. **Price 27,500 (est)**

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.4 85 Toca	£14120	84	139	11
1.2 TSI 105 SE DSG	£15435	103	124	12
1.2 TSI 105 FR	£15440	103	119	12
1.4 TSI 140 ACT FR	£16745	138	109	21
1.2 TDI 75 S A-C	£14555	74	105	7
1.2 TDI 75 S A-C Ecomotive	£15080	74	92	7
1.2 TDI 75 SE Ecomotive	£15610	74	92	7
1.6 TDI 105 SE	£16160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
<b>TOLEDO 5dr hatch</b> Makes practical sense, but leaves no other lasting impression ★★★★★				
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	116	13
1.2 TSI 105 SE	£16515	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI 105 CR S Ecomotive	£17150	104	104	15
1.6 TDI 105 CR SE Ecomotive	£18370	104	106	15
<b>LEON 3dr hatch</b> Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 150 FR	£19700	148	109	20
1.8 TSI 160 FR	£20740	178	137	25
2.0 TSI 265 Cupra	£25960	261	154	32
1.6 TDI 280 Cupra	£27210	276	154	33
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£22530	148	106	20
2.0 TDI CR 184 FR	£25250	181	109	26
<b>LEON 5dr hatch</b> Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 150 FR	£20000	148	109	20
1.8 TSI 180 FR	£21040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TDI 280 Cupra	£27510	276	154	33
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	20
<b>LEON 5dr estate</b> Sharp looks and handling. Back from the Golf's quality, but good value ★★★★★				
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
2.0 TDI 150 SE X-Perience	£24385	148	129	19
2.0 TDI 150 SE Tech X-Perience	£26370	148	129	20
2.0 TDI 184 SE Tech X-Perience	£28870	181	129	23
<b>ALTEA 5dr hatch</b> Short on interior flexibility and visibility. Well-judged drive ★★★★★				
1.6 TDI 105 i-Tech Ecomotive	£15445	103	119	14
2.0 TDI 140 i-Tech	£16245	138	129	19
XL 1.6 TDI 105 i-Tech Ecomotiv	£16165	103	119	13
XL 2.0 TDI 140 i-Tech	£16965	138	129	19
<b>ALHAMBRA 5dr mpv</b> Practical, refined and good value. Not exciting ★★★★★				
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive i-TECH	£28630	138	146	18
2.0 TDI 140 Eco SE Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	158	22
2.0 TDI 177 SE Lux	£32420	138	158	22

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 TDI 105 E	£17145	103	114	16
1.6 TDI 90 Eleg.	£17715	103	114	13
1.6 TDI 90 GreenLine	£17975	103	99	13
1.6 TDI 90 GreenTech Eleg.	£17965	103	104	13
1.6 TDI 90 GreenTech SE	£17215	103	104	13
1.6 TDI 90 S	£16015	103	114	13
1.6 TDI 90 SE	£16965	103	114	13
1.2 TSI 75 S	£13350	74	137	7
1.6 TDI 105 SE	£14140	84	119	10
1.2 TSI 86 SE	£15090	84	119	10
1.2 TSI 86 SE	£14390	84	114	10
1.2 TSI 86 GreenTech S	£14390	84	114	10
1.2 TSI 86 GreenTech SE	£15340	84	114	10
1.2 TSI 105 SE	£15790	104	125	13
1.2 TSI 105 Eleg.	£16540	104	125	13
1.2 TSI 105 GreenTech SE	£16040	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16790	104	118	13
1.2 TSI 105 Sport	£15840	104	125	15
1.4 TSI 122 SE DSG	£17585	120	134	16
1.4 TSI 122 Eleg. DSG	£18335	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17705	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18455	120	127	18
1.6 TDI 105 S	£16590	103	114	16
1.6 TDI 105 SE	£17540	103	114	15
1.6 TDI 105 Eleg.	£18290	103	114	15
1.6 TDI 105 GreenTech SE	£17790	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18540	103	106	15
<b>RAPID SPACEBACK 5dr estate</b> Estate shape makes most sense of Rapid's skinny body ★★★★★				
1.2 TSI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 SE	£14750	84	114	12
1.2 TSI 86 SE	£15730	84	114	12
1.2 TSI 86 S	£14500	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G-Tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16950	103	114	15
1.6 TDI 105 SE	£17350	103	114	16
1.6 TDI 90 GreenLine	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16300	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
<b>OCTAVIA 5dr hatch</b> Extended wheelbase makes the Octavia an even more practical choice ★★★★★				
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.4 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26630	178	135	25
2.0 TSI 220 vRS	£23830	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 Greenline	£20225	108	90	15
1.6 TDI 110 SE Business GreenL	£20225	108	90	19
2.0 TDI 150 SE	£20535	148	106	19
2.0 TDI 150 SE Business	£20535	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£26465	148	107	22
2.0 TDI 184 vRS	£24075	181	115	26
<b>OCTAVIA 5dr estate</b> Extended wheelbase makes the Octavia an even more practical choice ★★★★★				
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 GreenLine	£21425	108	90	15
1.6 TDI 110 SE Business G-line	£21425	108	90	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23185	148	120	19
2.0 TDI 150 SE Business	£21735	148	106	19
1.2 TSI 105 S	£17330	104	117	13
1.2 TSI 105 SE	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£27830	178	136	25
2.0 TSI 220 vRS	£25030	217	142	29
1.6 TDI 105 S	£19380	104	99	13
1.6 TDI 105 SE	£20730	104	99	13
1.6 TDI 105 Eleg.	£22430	104	99	14
2.0 TDI 150 SE	£21735	148	106	19
2.0 TDI 150 SE Scout 4x4	£25405	148	125	-
2.0 TDI 150 Eleg.	£23330	148	110	20
2.0 TDI 150 Laurin & Klement	£27665	148	122	22
2.0 TDI 150 Laurin Klement 4x4	£29115	148	122	21
2.0 TDI 184 Scout 4x4	£28200	181	129	-
2.0 TDI 184 vRS	£25275	181	117	26
<b>ROOMSTER 5dr mpv</b> Quirky looks, talented package, awkward image ★★★★★				
1.2 TSI 105 S	£12105	69	143	5
1.2 TSI 85 S	£13575	69	143	6
1.2 TSI 85 SE	£12750	84	134	9
1.2 TSI 85 SE	£14135	84	134	9
1.2 TSI 85 SE	£14685	84	134	9
1.2 TSI 105 S auto	£14185	104	134	12
1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 105 SE	£15350	104	134	12
1.2 TDI 75 Greenline II	£16325	74	109	9
1.6 TDI CR 90 SE	£15415	89	124	11
1.6 TDI CR 90 SE	£15965	89	124	11
1.6 TDI CR 105 SE	£15640	104	124	13
1.6 TDI CR 105 SE	£16190	104	124	13
<b>YETI 5dr 4x4</b> Useful, versatile cabin. Good handling and engines ★★★★★				
1.6 TDI 105 Outdoor SE B'nes G	£19915	103	119	14
2.0 TDI 110 Outdoor SE 4WD	£21405	109	154	14
2.0 TDI 140 Outdoor SE B'nes 4	£22230	138	152	18
1.2 TSI 105 S	£16915	103	114	13
1.2 TSI 105 SE	£16915	103	114	13
1.2 TSI 105 Outdoor S	£18425	103	142	13
1.2 TSI 105 Outdoor SE	£18425	103	142	13
1.2 TSI 105 Eleg.	£20250	103	142	13
1.2 TSI 105 Outdoor Eleg.	£20250	103	142	14
1.8 TSI 160 Outdoor L&K 4WD	£25040	158	182	24

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 TDI 105 S GreenLine II	£18405	103	119	14
1.6 TDI 105 Outdoor S GreenLine	£18405	103	119	14
1.6 TDI 105 SE GreenLine II	£19915	103	119	14
1.6 TDI 105 Outdoor SE GreenLII	£21995	103	119	14
1.6 TDI 105 Eleg. GreenLine	£21675	103	114	14
1.6 TDI 105 Outdoor Eleg.	£21675	103	114	14
2.0 TDI 110 S	£18255	109	134	14
2.0 TDI 110 Outdoor S	£18255	109	134	14
2.0 TDI 110 Outdoor S 4WD	£19895	109	154	14
2.0 TDI 110 SE	£19765	109	134	14
2.0 TDI 110 Outdoor SE	£19765	109	134	14
2.0 TDI 110 Eleg.	£21590	109	134	14
2.0 TDI 110 Outdoor Eleg.	£21590	109	134	14
2.0 TDI 140 Outdoor SE 4WD	£22230	138	152	18
2.0 TDI 140 Outdoor L&K 4WD	£27495	138	164	19
2.0 TDI 170 Outdoor Eleg.	£24840	168	149	22
2.0 TDI 170 Outdoor L&K 4WD	£27070	168	149	22

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 DDIS S24	£17999	118	110	20
1.6 DDIS S27	£19499	118	110	20
1.6 DDIS S27-Allgrip	£12299	118	114	18
1.6 DDIS S25	£21749	118	110	19
1.6 DDIS S25 Allgrip	£23549	118	114	19
<b>VITARA 5dr 4x4</b> Utterly worthy addition to the class. ★★★★★				
Drives better than most				
1.6 S25 Allgrip	£19799	118	123	18
1.6 S24	£13999	118	123	12
1.6 S27	£15499	118	123	12
1.6 S25	£17999	118	123	12
1.6 DDIS S27	£16999	118	106	11
1.6 DDIS S25	£19499	118	106	11
1.6 DDIS S25 Allgrip	£21299	118	106	11

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
60kWh	£52680	245	-	-
85kWh	£58680	416	-	-
85kWh Dual Motor	£62780	416	-	-
85kWh Performance	></			



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 D-40 Excel	E26145	124	119	23
2.2 D-40 150 Icon	E24500	148	147	25
2.2 D-40 150 Icon+	E26300	148	147	25
2.2 D-40 150 Excel	E27150	148	149	26
2.2 D-CAT 150 Icon	E24450	148	170	25
2.2 D-CAT 150 Excel	E27405	148	170	25
2.2 D-CAT 150 Excel	E28250	148	173	26
<b>VERSO 5dr mpv</b> Ride is firm and boot space limited with all seats in use	★★★★☆			
1.6 V-matic Active 5st	E17770	130	157	13
1.6 V-matic Active 7st	E18300	130	157	13
1.6 V-matic Icon Tst	E20300	130	157	14
1.8 V-matic Icon M'Drive 7st	E21800	145	153	15
1.8 V-matic Excel M'Drive 7st	E24300	145	150	15
1.6 D-40 Icon	E19990	122	119	13
1.6 D-40 Icon	E21995	122	119	14
<b>LAND CRUISER V8 5dr 4x4</b> A dinosaur, but likeable. Pricy to buy and run	★★★★☆			
4.5 D-40	E65725	286	250	48
<b>LAND CRUISER 3dr 4x4</b> A real go-anywhere vehicle.	★★★★☆			
Spongy on road	★★★★☆			
3.0 D-40 188 LC3	E32765	185	214	31
<b>LAND CRUISER 5dr 4x4</b> A real go-anywhere vehicle.	★★★★☆			
Spongy on road	★★★★☆			
3.0 D-40 190 LC3	E37015	187	213	31
3.0 D-40 190 LC4	E47465	187	213	34
3.0 D-40 190 LC5	E52915	187	213	38
<b>GTR6 2dr coupé</b> A tail-out tribute to all our favourite things. Splendid. Cheaper now, too	★★★★☆			
2.0 Primo	E23000	197	180	33
2.0 GTR6	E25000	197	180	33
2.0 Aero	E27500	197	180	33
2.0 Giallo	E27500	197	180	34
2.0 GTR6 auto	E25995	197	164	33
VAUXHALL				
<b>VIVA 5dr hatch</b> Comfortable and spacious, although class leaders are sweeter to drive	★★★★☆			
1.0 Ecoflex SE A-C	E8665	73	99	-
1.0 SE A-C	E8490	73	104	-
1.0 SE	E7995	73	104	-
1.0 Ecoflex SE	E8170	73	99	-
1.0 SL	E9495	73	104	-
<b>ADAM 3dr hatch</b> Certainly looks the part, but there are better superminis ahead of it	★★★★☆			
1.0 S-Jam	E13630	113	114	3
1.0 S-Glam	E15000	113	114	3
1.0 S-Slam	E15500	113	114	3
1.0 S-S Rocks Air	E16995	113	119	3
1.2 Jam	E11630	69	124	3
1.2 Jam S	E11925	69	118	3
1.2 Glam	E13000	69	124	3
1.2 Glam S-S	E13295	69	118	3
1.2 Siam	E13500	69	124	3
1.2 Siam S	E13795	69	118	3
1.4 87 Jam	E11955	86	129	6
1.4 87 Glam	E13325	86	129	6
1.4 87 Siam	E13825	86	129	6
1.4 100 Jam	E12480	99	129	9
1.4 100 Jam S	E12775	99	119	9
1.4 100 Glam	E13850	99	129	9
1.4 100 Glam S-S	E14145	99	119	9
1.4 100 Siam	E14350	99	129	9
1.4 100 Siam S-S	E14645	99	119	9
1.4T 150 Grand Siam	E16995	148	139	14
<b>CORSA 3dr hatch</b> Very refined, stylish and practical.	★★★★☆			
Engines not so good	★★★★☆			
1.0i 90 S-S Design	E12910	89	102	9
1.0i 90 S-S SRI	E13605	89	102	9
1.0i 90 S-S SE	E14250	89	102	9
1.0i 115 S-S Sting	E10825	113	-	12
1.0i 115 S-S Sting R	E11175	113	-	12
1.0i 115 S-S SRI VX-Line	E14640	113	-	12
1.2i 70 Life	E11080	69	126	2
1.2i 70 Life	E9175	69	126	2
1.2i 70 Design	E11080	69	126	2
1.2i 70 SRI	E11775	69	126	2
1.2i 70 SRI VX-Line	E12810	69	126	2
1.2i 70 SE	E12420	69	126	2
1.4i 90 Life	E11425	89	121	6
1.4i 90 Sting	E9520	89	121	6
1.4i 90 Design	E11425	89	121	6
1.4i 90 Easytronic Design	E12080	89	119	6
1.4i 90 SRI	E12120	89	121	6
1.4i 90 SRI VX-Line	E13155	89	121	6
1.4i 90 SE	E12765	89	121	6
1.4i 100 Turbo SRI	E12775	99	119	10
1.4i 100 Turbo SRI VX-Line	E13810	99	119	10
1.4i 100 Turbo SE	E13420	99	119	10
1.3 CDTi 75 S-S Life	E13330	74	99	6
1.3 CDTi 75 S-S Design	E13330	74	99	-
1.3 CDTi 75 S-S SRI	E14025	74	99	-
1.3 CDTi 75 S-S SRI VX-Line	E15060	74	99	-
1.3 CDTi 95 S-S SE	E14670	74	99	-
1.3 CDTi 95 S-S SRI	E14525	94	85	9
1.3 CDTi 95 S-S SRI VX-Line	E15560	94	85	-
1.3 CDTi 95 S-S SRI	E15170	94	85	-
<b>CORSA 5dr hatch</b> Very refined, stylish and practical.	★★★★☆			
Engines not so good	★★★★☆			
1.0i 90 S-S Design	E13510	89	102	9
1.0i 90 S-S SRI	E14205	89	102	9
1.0i 90 S-S SE	E14850	89	102	9
1.0i 115 S-S Sting	E11425	113	-	12
1.0i 115 S-S SRI VX-Line	E15240	113	-	12
1.2i 70 Life	E11680	69	126	2
1.2i 70 Life	E9775	69	126	2
1.2i 70 Design	E12745	69	126	2
1.2i 70 SRI	E12375	69	126	2
1.2i 70 SRI VX-Line	E13410	69	126	2
1.2i 70 SE	E13020	69	126	2
1.4i 90 Life	E10225	89	121	-
1.4i 90 Sting	E10120	89	121	-
1.4i 90 Design	E12025	89	121	-
1.4i 90 Easytronic Design	E12680	89	119	-
1.4i 90 SRI	E12720	89	121	-
1.4i 90 SRI VX-Line	E13755	89	121	-
1.4i 90 SE	E13365	89	121	-
1.4i 100 Turbo SRI	E13375	99	119	10
1.4i 100 Turbo SRI VX-Line	E14410	99	119	10
1.4i 100 Turbo SE	E14020	99	119	10
1.3 CDTi 75 S-S Life	E13930	74	99	-
1.3 CDTi 75 S-S Design	E13930	74	99	-
1.3 CDTi 75 S-S SRI	E14625	74	99	-
1.3 CDTi 75 S-S SRI VX-Line	E15660	74	99	-
1.3 CDTi 75 S-S SE	E15270	74	99	-
1.3 CDTi 95 S-S SRI	E15125	94	85	-
1.3 CDTi 95 S-S SRI VX-Line	E16160	94	85	-
1.3 CDTi 95 S-S SE	E15770	94	85	-
<b>ASTRA 5dr hatch</b> Good handling, nice engines but over-geared. Focus is better	★★★★☆			
1.3 CDTi 95 ecoFLEX Design	E16835	94	104	9
1.4i VVT 100 Design	E15445	99	129	9
1.4i VVT 100 Excite	E17920	99	129	9
1.4i VVT 100 Tech Line	E16710	99	129	9
1.6 CDTi 110 ecoFLEX Design S-	E17735	108	97	9
1.6 CDTi 110 ecoFLEX Elite S-S	E23175	108	97	9
1.6 CDTi 110 ecoFLEX SRI S-S	E21740	108	97	9
1.6 CDTi 110 e-FLEX Tec Ln S-S	E18910	108	97	9
1.6 CDTi 136 ecoFLEX Elite S-S	E23770	134	104	9
1.6 CDTi 136 ecoFLEX SRI S-S	E22335	134	104	9
1.6 CDTi 136 e-FLEX Design S-S	E18330	134	104	9
1.6 CDTi 136 e-FLEX Tec Ln S-S	E19505	134	104	9
1.6 CDTi 110e-FLEX Tec LnGT S-S	E19770	108	97	9
1.6 CDTi 136e-FLEX Tec LnGT S-S	E20365	134	104	9
1.6i VVT 115 Design	E16160	114	147	12
1.6i VVT 115 Excite	E17485	114	147	12
1.6i VVT 115 Tech Line GT	E17610	114	147	12
1.6i VVT 115 Tech Line	E17485	114	147	12
2.0 CDTi 165 e-FLEX Tech L S-S	E19995	158	119	20
2.0 CDTi 165 Tech Line GT S-S	E20855	158	119	21
1.4i VVT 100 SRI	E18865	99	129	9
<b>1.4T SRI</b>	E20220	138	138	17
1.6i VVT Elite	E21275	114	147	12
1.6i VVT SRI	E19580	114	147	12
2.0 CDTi 165 ecoFLEX Elite S-S	E24265	158	119	21
2.0 CDTi 165 ecoFLEX Tech L S-S	E22825	158	119	21
2.0 CDTi 195 Biturbo S-S	E24205	192	134	21
<b>ASTRA 5dr estate</b> More composed than the hatch. A very decent small estate	★★★★☆			
1.3 CDTi 95 ecoFLEX Design S-S	E18200	94	109	9
1.4i VVT 100 Design	E16480	99	137	9
1.4i VVT 100 Tech Line	E17805	99	137	9
1.6 CDTi 110 ecoFLEX Elite S-S	E24190	108	97	14
1.6 CDTi 110 e-FLEX Design S-S	E18755	108	97	14
1.6 CDTi 110 e-FLEX SRI S-S	E22755	108	97	14
1.6 CDTi 110 e-FLEX Tech Ln S-S	E19930	108	97	14
1.6 CDTi 136 ecoFLEX Elite S-S	E24785	134	104	14
1.6 CDTi 136 e-FLEX Design S-S	E19350	134	104	14
1.6 CDTi 136 e-FLEX SRI S-S	E23350	134	104	14
1.6 CDTi 136 e-FLEX Tech Ln S-S	E20525	134	104	14
1.6i VVT 115 Design	E17145	114	149	12
1.6i VVT 115 Elite	E22295	114	149	12
1.6i VVT Tech Line	E18505	114	149	12
2.0 CDTi 165 Elite S-S	E25275	162	124	20
2.0 CDTi 165 Tech Line S-S	E21015	162	124	20
1.6i VVT SRI	E20600	114	149	12
2.0 CDTi 165 SRI S-S	E23840	162	124	21
2.0 CDTi 195 Biturbo S-S	E25220	192	134	21
<b>ASTRA GTC 3dr coupé</b> Good looking three-door hatch with the dynamics to match	★★★★☆			
1.4T 16v 140 Sport auto	E21570	118	159	16
1.4T 16v 140 SRI auto	E22795	118	159	16
1.6T 200 Sport S-S	E21595	202	168	25
1.6T 200 SRI S-S	E22820	202	168	25
2.0 CDTi 165 Sport auto	E23780	163	149	20
2.0 CDTi 165 SRI auto	E25005	163	149	20
1.4T 16v 120 Sport S-S	E19355	118	139	13
1.4T 16v 140 Sport S-S	E20245	138	139	16
1.4T 16v 120 SRI S-S	E21070	118	139	14
1.4T 16v 140 SRI S-S	E21470	138	139	16
2.0T 280 VXR	E27620	276	189	35
2.0 CDTi 6TC Sp. 165	E22300	163	127	20
2.0 CDTi 6TC SRI 165	E23525	163	127	20
2.0 CDTi 195 Biturbo S-S	E24520	192	129	-
<b>CASCADA 2dr open</b> Comfortable and credible	★★★★☆			
Nearly as good as a Mondeo.	★★★★☆			
1.6T 200 200 Elite	E29510	202	168	24
1.6T 200 SE	E26615	202	168	24
1.4T 140 SE S-S	E24500	138	148	20
1.4T 140 Elite S-S	E27875	138	148	21
1.6T 170 SRI SE Au	E27600	168	168	24
1.6T 170 SRI SE	E30495	168	168	24
2.0 CDTi 165 SE S-S	E26480	163	138	23
2.0 CDTi 165 Elite S-S	E28580	163	138	23
2.0 CDTi 195 Biturbo Elite S-S	E30065	192	138	27
<b>INSIGNIA 3dr hatch</b> Nearly as good as a Mondeo.	★★★★☆			
Inert steering	★★★★☆			
1.4T 140 SRI Nav	E20394	138	123	15
1.6T 170 Elite Nav	E24229	168	139	20
1.8i VVT Design Nav	E17679	138	148	21
1.8i VVT SRI Nav	E19479	138	164	14
2.0 CDTi 120 Design Nav	E19934	118	99	15
2.0 CDTi 120 Elite Nav	E24114	118	99	16
2.0 CDTi 120 SRI Nav	E21734	118	99	15
2.0 CDTi 120 SRI VX-Line Nav	E22954	118	99	16
2.0 CDTi 130 Design Nav	E18244	128	112	16
2.0 CDTi 130 Design Nav	E19094	128	112	16
2.0 CDTi 130 Energy Nav	E21614	128	112	16
2.0 CDTi 130 SE	E20044	128	112	16
2.0 CDTi 130 SRI	E20044	128	112	16
2.0 CDTi 130 SRI Nav	E20894	128	112	16
2.0 CDTi 130 SRI VX-Line	E21264	128	112	16
2.0 CDTi 130 SRI VX-Line Nav	E22114	128	112	16
2.0 CDTi 140 Design Nav	E20184	138	99	18
2.0 CDTi 140 Elite Nav	E24364	138	99	19
2.0 CDTi 140 SRI Nav	E21984	138	99	19
2.0 CDTi 140 SRI VX-Line Nav	E23204	138	99	19
2.0 CDTi 170 SRI Nav	E22134	168	114	20
2.0 CDTi 195 Biturbo SRI Nav	E25804	192	125	24
2.0 CDTi 195BiturboEliteNav aut	E28359	192	149	24
2.0 CDTi 195BiturboSRI VX-LnNav	E27024	192	125	24
2.8T VXR Supersport	E24814	247	169	26
2.0T 250 SRI VX-Line Nav	E23654	247	169	26
2.8T VXR Supersport	E30129	231	249	37
1.4T 140 Design Nav	E17744	138	123	15
1.4T 140 SRI Nav	E18594	138	123	15
1.4T 140 SRI	E19544	138	123	15
1.4T 140 SE	E19544	138	123	15
1.4T 140 Tech Line				



## AUTOCAR TOP FIVES

## Crossovers



**1 Nissan Qashqai** From £18,000  
Virtually invented the crossover segment. The latest version, subtly better all round, retakes the class lead. ★★★★★



**2 Ford Kuga** From £21,000  
Bigger and bolder than its predecessor, but it's the unmatched dynamics that make the Kuga a familiar option. ★★★★★



**3 Mazda CX-5** From £21,000  
Larger than you'd think; probably better, too. Skyactiv diesel engine is one of the best. Interior less compelling. ★★★★★



**4 Honda CR-V** From £21,000  
Decent, but incredibly sensitive to spec. Get it right and it'll measure up. Get it wrong and it probably won't. ★★★★★



**5 Kia Sportage** From £18,000  
Seems oddly long in the tooth now, but clever looks mean it still cuts a dash. Engine line-up needs updating. ★★★★★

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 TDI 110	£21040	108	115	15
2.0 TDI 110 Design	£23415	108	115	16
2.0 TDI 150 Design	£24245	148	120	23
2.0 TDI 150 Sport	£25845	148	120	23
2.0 TSI 220 Sport	£26345	217	154	29
<b>CC 4dr saloon</b> Loses a name and adds some flair, but never compels				
1.4 TSI 160 BMT	£25050	158	144	27
2.0 TDI 177 BMT GT	£29820	177	120	27
2.0 TSI 210 GT	£29825	208	169	29
2.0 TSI 210 R-Line	£29935	208	169	32
2.0 TDI 140 BMT	£26115	138	119	23
2.0 TDI 140 BMT GT	£27695	138	119	24
2.0 TDI 177 BMT R-Line	£30470	177	120	28
<b>EOS 2dr cc</b> Pleasant and predictable drive. Feeling old now				
1.4 TSI 160 Sport	£27610	158	157	24
2.0 TSI 210 Sport	£29610	208	165	30
2.0 TDI Blue Tech Sp.	£28185	138	125	23
2.0 TDI Blue Tech Exec.	£31325	138	125	23
<b>SCIROCCO 3dr coupé</b> A complete coupe				
1.4 TSI 125	£20735	123	125	12
1.4 TSI 125 GT	£22585	123	125	12
2.0 TSI 180	£22790	178	142	31
2.0 TSI 220 GT	£26125	217	142	37
2.0 TSI 220 R-Line	£28195	217	139	37
2.0 TSI 280 R	£32580	276	187	42
2.0 TDI 150	£23455	148	109	27
2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
<b>PASSAT 4dr saloon</b> Supremely well-executed family-sized prospect				
1.6 TDI 120 S	£22320	118	105	15
1.6 TDI 120 SE	£23460	118	105	12
1.6 TDI 120 SE Business	£24115	118	105	12
1.6 TDI 120 GT	£25420	118	109	13
2.0 TDI 150 S	£23445	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25240	148	106	19
2.0 TDI 150 GT	£26545	148	109	19
2.0 TDI 150 R-Line	£27540	148	109	19
2.0 TDI SCR 190 GT	£27895	187	107	22
2.0 TDI SCR 190 R-Line	£28890	187	107	23
2.0 TDI 240 BITDI SCR GT	£34625	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35620	237	139	28
<b>PASSAT 5dr estate</b> Supremely well-executed family-sized prospect				
1.6 TDI 120 GT	£26970	118	110	13
1.6 TDI 120 S	£23870	118	107	15
1.6 TDI 120 SE	£25010	118	107	12
1.6 TDI 120 SE Business	£25665	118	107	12
2.0 TDI 150 GT	£28095	148	110	19
2.0 TDI 150 R-Line	£29090	148	110	19
2.0 TDI 150 S	£24995	148	107	21
2.0 TDI 150 SE	£26135	148	107	19
2.0 TDI 150 SE Business	£26790	148	107	19
2.0 TDI 190 SCR GT	£29445	187	110	22
2.0 TDI 190 SCR R-Line	£30440	187	110	23
2.0 TDI 240 BITDI SCR GT	£36175	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37170	237	140	28
<b>PHAETON 4dr saloon</b> Big VW feels old now, and struggles to justify its price				
3.0 V6 TDI 240 SWB	£55550	236	224	45
3.0 V6 TDI 240 LWB	£58110	236	224	45
<b>TOURAN 5dr mpv</b> Good chassis but little inspiration.				
2.0 TDI 177 Sport	£28500	177	150	24
1.2 TSI 105 S	£19940	104	149	12
1.4 TSI 140 SE	£23750	138	159	18
1.6 TDI 105 Blue Tech S	£21750	104	121	14
1.6 TDI 105 Blue Tech SE	£23855	104	121	14
2.0 TDI 140 Blue Tech SE	£25620	138	127	19
2.0 TDI 140 BlueTech Sp.	£27080	138	127	19
<b>SHARAN 5dr mpv</b> Refined, flexible big MPV. Seat version is cheaper				
2.0 TDI 177 SE	£30730	177	152	23
2.0 TDI 177 SEL	£33630	177	152	23
1.4 TSI 150 S	£25500	148	167	16
1.4 TSI 150 SE	£27810	148	167	16
2.0 TSI 200 SEL DSG	£33955	197	198	25
2.0 TDI 115 S	£26065	113	146	18
2.0 TDI 140 S	£26815	138	146	18
2.0 TDI 140 SE	£29125	138	146	18
2.0 TDI 140 SEL	£32025	138	146	18
2.0 TDI 140 Exec	£32275	138	146	18
<b>TIGUAN 5dr 4x4</b> Dull but capable soft roadster. Pricey, but good ride and handling				
1.4 TSI 160 BMT Match 2WD	£23955	158	156	21
1.4 TSI 160 Match 4WD	£25645	158	178	21
2.0 TDI 140 BMT Match 2WD	£25150	138	138	18
2.0 TDI 140 BMT Match 4WD	£26920	138	150	19
2.0 TDI 177 BMT Match 4WD	£27925	175	151	23
2.0 TSI 180 Match 4WD	£26485	178	198	24
1.4 TSI 160 Blue Tech S	£21960	158	156	18
2.0 TSI 210 R-Line 4WD	£23650	158	178	18
2.0 TDI 110 BMT S 2WD	£29180	208	199	22
2.0 TDI 140 BMT S 4WD	£22605	109	138	14
2.0 TDI 140 BMT S 2WD	£23155	138	138	17
2.0 TDI 140 BMT S 4WD	£24925	138	150	17
2.0 TDI 140 BMT Escape 4WD	£27610	138	150	18
2.0 TDI 140 BMT R-Line 4WD	£28750	138	150	18
2.0 TDI 177 BMT R-Line 4WD	£29755	175	151	23
<b>TOUAREG 5dr 4x4</b> Good value, and a great blend of comfort and deftness				
3.0 V6 TDI 204 SE	£43605	204	173	39
3.0 V6 TDI 204 R-Line	£46605	204	173	40
3.0 V6 TDI 262 SE	£45405	258	174	42
3.0 V6 TDI 262 R-Line	£48405	258	174	42
3.0 V6 TDI 262 Escape	£45605	258	180	42
<b>CARAVELLE 5dr mpv</b> Rugged workhorse to carry people				
2.0 TDI 140 SE SWB	£36006	138	189	25
2.0 TDI 140 SE 4Mot. SWB	£38484	138	206	26
2.0 TDI 140 SE LWB	£38190	138	189	23
2.0 TDI 140 Exec SWB	£38856	138	189	25
2.0 TDI 140 Exec. 4Mot. SWB	£41304	138	206	26
2.0 BITDI 180 SE SWB	£38070	177	192	29
2.0 BITDI 180 SE 4Mot. SWB	£40926	177	208	31
2.0 BITDI 180 SE LWB	£40254	177	192	30
2.0 BITDI 180 Exec SWB	£40920	177	192	30
2.0 BITDI 180 Exec DSG	£42840	177	199	30
2.0 BITDI 180 Business SWB DSG	£68622	177	214	38
2.0 BITDI 180 Bus. 4Mot. SWB DSG	£71553	177	232	39
2.0 BITDI 180 Ex. 4Mot. SWB	£43776	177	208	31
<b>VOLVO</b>				
<b>V40 5dr hatch</b> New hatchback adds Swedish flavour to stock Ford platform				
1.6 T2 120 ES	£19195	118	124	19
1.6 T2 120 ES Nav	£19995	118	124	19
1.6 T2 120 SE	£20720	118	124	19
1.6 T2 120 SE Nav	£21520	118	124	19
1.6 T2 120 SE Lux Nav	£23520	118	124	20
1.6 T2 120 R-Design	£21495	118	124	19
1.6 T2 120 R-Design Nav	£22295	118	124	19
1.6 T2 120 R-Design Lux Nav	£23970	118	124	21
1.6 T3 150 ES	£20945	148	124	20
1.6 T3 150 SE	£21945	148	124	21
1.6 T3 150 SE Nav	£22670	148	124	21
1.6 T3 150 SE Lux Nav	£23470	148	124	21
1.6 T3 150 R-Design	£25470	148	124	22
1.6 T3 150 R-Design Nav	£23445	148	124	20
1.6 T3 150 R-Design Lux Nav	£24245	148	124	21
1.6 T4 180 R-Design Lux Nav	£26970	177	129	26
1.6 T4 180 R-Design Lux Nav	£27420	177	129	26
2.5 T5 254 R-Design Lux Nav	£27970	177	129	26
2.5 T5 254 C-City Lux Nav AWD	£31700	251	189	35
1.6 D2 115 ES	£21195	113	88	17
1.6 D2 115 ES Nav	£21995	113	88	17
1.6 D2 115 SE	£22720	113	88	17
1.6 D2 115 SE Nav	£23520	113	88	17
1.6 D2 115 SE Lux Nav	£24520	113	88	18
1.6 D2 115 SE Lux Nav	£25520	113	88	18
1.6 D2 115 R-Design	£23295	113	88	17
1.6 D2 115 R-Design Nav	£24295	113	88	17
1.6 D2 115 R-Design Lux Nav	£24970	113	88	18
1.6 D2 115 R-Design Lux Nav	£25970	113	88	18
1.6 D2 115 C-Country SE	£23520	113	99	16
1.6 D2 115 C-Country SE Nav	£24520	113	99	16
1.6 D2 115 C-Country Lux Nav	£25520	113	99	17
1.6 D2 115 C-Country Lux Nav	£26520	113	99	17
2.0 D3 150 SE	£23770	148	114	22
2.0 D3 150 SE Nav	£24570	148	114	22
2.0 D3 150 SE Lux Nav	£26570	148	114	23
2.0 D3 150 R-Design	£24545	148	114	21
2.0 D3 150 R-Design Nav	£25345	148	114	22
2.0 D3 150 R-Design Lux Nav	£27020	148	114	23
2.0 D3 150 C-Country SE	£24870	148	117	21
2.0 D3 150 C-Country SE Nav	£25670	148	117	21
2.0 D3 150 C-Country Lux Nav	£27670	148	117	22
2.0 D4 190 SE	£24970	187	99	26
2.0 D4 190 SE Nav	£25770	187	99	26
2.0 D4 190 SE Lux Nav	£27770	187	99	27
2.0 D4 190 R-Design	£25745	187	99	25
2.0 D4 190 R-Design Nav	£26545	187	99	25
2.0 D4 190 R-Design Lux Nav	£28220	187	99	26
2.0 D4 190 C-Country SE Nav	£26870	187	112	24
2.0 D4 190 C-Country Lux Nav	£28770	187	112	24
<b>S60 4dr saloon</b> T6 is rapid, all-weather sports car, if a niche choice				
1.6 D2 R-Design Lux Nav S-S	£31745	113	103	20
1.6 D2 R-Design Lux S-S	£30745	113	103	20
1.6 D2 R-Design Nav S-S	£29245	113	103	19
1.6 D2 R-Design S-S	£28245	113	103	18
1.6 D2 SE Lux Nav S-S	£30045	113	103	19
1.6 D2 SE Lux S-S	£29045	113	103	19
1.6 D2 SE Nav S-S	£27745	113	103	18
1.6 D2 SE S-S	£26745	113	103	18
1.6 T3 R-Design Nav S-S	£28305	148	135	23
1.6 T3 SE Nav S-S	£26805	148	135	23
2.0 D3 R-Design Lux Nav S-S	£32595	134	114	25
2.0 D3 R-Design Lux S-S	£31795	134	114	25
2.0 D3 R-Design Nav S-S	£30095	134	114	24
2.0 D3 SE Lux Nav S-S	£30895	134	114	24
2.0 D3 SE Nav S-S	£28595	134	114	23
2.0 D4 R-Design Lux Nav S-S	£33845	178	99	29
2.0 D4 R-Design Lux S-S	£32645	178	99	29
2.0 D4 R-Design Nav S-S	£31345	178	99	28
2.0 D4 R-Design S-S	£30145	178	99	28
2.0 D4 SE Lux Nav S-S	£32145	178	99	29
2.0 D4 SE Lux S-S	£30945	178	99	29
2.0 D4 SE Nav S-S	£29845	178	99	28
2.0 D4 SE S-S	£28645	178	99	27
2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31
2.4 D5 SE Lux Nav S-S	£32895	212	119	30
2.4 D5 SE Lux Nav S-S	£33695	212	119	30
1.6 T3 Business Edition S-S	£21005	148	135	21
1.6 T3 SE S-S	£26005	148	135	23
1.6 T3 SE S-S	£27505	148	135	23
1.6 T3 Design S-S	£21745	113	103	17
1.6 D2 Business Edition S-S	£31414	112	112	24
2.0 D3 SE S-S	£27795	134	114	23
2.0 D3 SE S-S	£22095	134	114	23
2.0 D3 R-Design S-S	£22925	134	114	23
2.0 D4 Business Edition S-S	£22405	178	99	26
<b>V60 5dr estate</b> Appealing cabin, nice looks and smooth drive. Too small				
1.6 D2 R-Design Lux Nav S-S	£33045	113	108	20
1.6 D2 R-Design Lux S-S	£32045	113	108	19
1.6 D2 R-Design Nav S-S	£30445	113	108	18
1.6 D2 R-Design S-S	£29045	113	108	18
1.6 D2 SE Lux Nav S-S	£31345	113	108	19
1.6 D2 SE Lux S-S	£30345	113	108	19
1.6 D2 SE Nav S-S	£28945	113	108	18
1.6 D2 SE S-S	£27945	113	108	17
1.6 T3 R-Design Nav S-S	£29505	148	139	23
1.6 T3 SE S-S	£28005	148	139	23
2.0 D3 R-Design Lux Nav S-S	£33895	134	119	25
2.0 D3 SE Lux Nav S-S	£33095	134	119	25
2.0 D3 R-Design Nav S-S	£31295	134	119	24
2.0 D3 SE Lux Nav S-S	£32195	134	119	25
2.0 D3 SE Nav S-S	£29795	134	119	23
2.0 D4 R-Design Lux Nav S-S	£35145	178	99	29
2.0 D4 R-Design Lux S-S	£33945	178	99	29
2.0 D4 R-Design Nav S-S	£32545	178	99	28
2.0 D4 R-Design S-S	£31345	178	99	28
2.0 D4 SE Lux Nav S-S	£33445	178	99	29
2.0 D4 SE Lux S-S	£32			





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## ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/turning	Weight (kg)	TEST DATE
<b>LOTUS</b>												
ELISE 2dr roadster ★★★★★	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGES 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

<b>MASERATI</b>												
GRANTURISMO 2dr coupé ★★★★★	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open ★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon ★★★★★	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

<b>MAZDA</b>												
2.5dr hatch ★★★★★	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
1.5 Sky-V-G SE	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
3.5dr hatch ★★★★★	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5.5dr MPV ★★★★★	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
1.6D Sport	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
6.4dr saloon/5dr estate ★★★★★	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
MX-5 2dr open ★★★★★	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
1.5 SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr hatch ★★★★★	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12

<b>MCLAREN</b>												
650S 2dr coupé/roadster ★★★★★	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé ★★★★★	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

<b>MERCEDES-AMG</b>												
C63 4dr saloon ★★★★★	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
GT 2dr coupé ★★★★★	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15

MERCEDES-BENZ												
A-CLASS 5dr hatch	★★★★★											
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV	★★★★★											
B200 CDI Sport130	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C-CLASS 4dr	★★★★★											
C63 AMG Black 186	40	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775		5.9.12
NEW C-CLASS 4dr	★★★★★											
C220 BlueTEC	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé	★★★★★											
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc	★★★★★											
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible	★★★★★											
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate149	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate	★★★★★											
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S/Brake 155	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S-CLASS 4dr saloon/2dr coupé	★★★★★											
S350 BlueTEC	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4	★★★★★											
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4	★★★★★											
ML 250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4	★★★★★											
GL350 AMG Spt 137	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible	★★★★★											
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

<b>MG</b>												
3.5dr hatch ★★★★★	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
6.5dr hatch ★★★★★	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

<b>MINI</b>												
MINI 3dr hatch ★★★★★	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
COUNTRYMAN 5dr hatch ★★★★★	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
Cooper D All4	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
COUPE 2dr coupé ★★★★★	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible ★★★★★	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

<b>MITSUBISHI</b>												
ASX 5dr hatch ★★★★★	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4 ★★★★★	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
2.2 DiD GX5	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14
PHEV GX4h	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

<b>MORGAN</b>												
PLUS 8 2dr convertible ★★★★★	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
4.8 V8	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
3 WHEELER 2dr convertible ★★★★★	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/turning	Weight (kg)	TEST DATE
<b>NISSAN</b>												
MICRA 5dr hatch ★★★★★	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
NOTE 5dr hatch ★★★★★	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
1.2 Acenta Prm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10



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MATT BURT

Rear View Mirror: tales from our archive

# Engine tech takes a great leap forward

## 28 September 1928



**T**he 1920s were dominated by in-line four-cylinder engines, from the compact Wolseley-derived 847cc unit in the Morris Minor (pictured above) to the 4398cc Bentley, the largest engine on the market at the time.

However, the end of 1928 marked a notable shift towards a higher number of cylinders, with Autocar going so far as to write: "It is probable that in very few other years has there been quite so much upheaval. The four-cylinder engine is decreasing in popularity for cars exceeding a certain price and over a certain engine capacity."

The increasing demand for powerplants with six or in some cases even eight cylinders was more than just a fad. Autocar reported: "The four-cylinder, when it came in many years ago, was almost universally adopted because it was more flexible and smoother than the single or two-cylinder engines which up to that time had been the limit of daring in design.

"Now, the four-cylinder is being superseded by the six simply because for an engine of a given size, six small

**'In the future it may be that a 1.5-litre machine will be built with 16 tiny cylinders giving a continuous turning movement to the crank'**

impulses in a given time afford a smoother propulsive effort than four, and approach nearer to the ideal in which the engine would develop a continuous effort the whole time the crankshaft is revolving.

"The same is true of the straight eight, and still more so of the twelve-cylinder engine; the greater the number of cylinders, the more the explosions of individual cylinders overlap and the less it is apparent that the power unit is an explosive motor."

Fuel economy was also an important factor. "A small six-cylinder engine

can be used in place of a much larger four-cylinder without reducing, to any appreciable degree, the range of performance obtainable from the car. This, in turn, means a lower top gear; though it lessens the maximum speed possible with the car in question, it greatly increases the possible range without the need for a gear change."

At the time, hillclimbing was regarded as a great test of a car's abilities. Autocar reported: "A car climbs hills better on a given gear ratio with a six, eight or twelve-cylinder engine than it does with a two-cylinder or a four, and climbing hills without changing gear is a most important point in the average man's view, provided that the act of changing speed needs any skill."

Looking beyond 1929, Autocar was minded to make a bold prediction: "Without doubt, cars will have still more cylinders in the future and it may be that a 1.5-litre machine will be built having a power unit with 16 tiny cylinders giving, for all practical purposes, a continuous turning movement to the crankshaft or crankshafts."

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**PEUGEOT RECOMMENDS TOTAL** Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the 308 Range are: Urban 38.2 – 80.7 (7.4 – 3.5), Extra Urban 61.4 – 97.4 (4.6 – 2.9), Combined 50.4 – 91.1 (5.6 – 3.1) and CO<sub>2</sub> 130 – 82 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. \*1.9% APR Representative up to 37 months. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. Peugeot Motor Company PLC is acting as a credit broker and is not a lender. We may introduce you to a limited number of lenders to finance your purchase. Over 18s only. A guarantee may be required. Finance provided by and written quotations available from PSA Finance UK Ltd t/a Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. All offers available on qualifying vehicles ordered and registered between 01/07/15 and 30/09/15 or until such time as they may be withdrawn by Peugeot at its complete discretion. Excess mileage charges may apply. \*Three years free servicing offer is for 308 Hatch (excluding SW) models ordered between 01/07/15 and 30/09/15. Offer applies to qualifying retail customers only. Price includes VAT. Servicing offer is available in conjunction with all other consumer offers. Servicing element includes: scheduled servicing (including pollen filters) and brake and engine oil if replaced at the intervals stipulated by the Manufacturer, together with all associated labour costs. Wear parts are excluded. Expires at 36 months or 30,000 miles (whichever occurs sooner). Start date for Servicing is original date of vehicle registration. Full details of the terms and conditions will be supplied when placing the vehicle order. Peugeot Motor Company PLC reserve the right to amend or withdraw this offer at any time. Model shown is a 308 Hatchback GT Line with metallic paint at £21,970. Touchscreen with satellite navigation and reversing camera, full LED headlights and fog lights are standard on a 308 Hatchback GT Line. All information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions.

## PEUGEOT 308

MOTION & EMOTION



PEUGEOT